Master Plan
SOUTHWEST
NEIGHBORHOOD

Revised: August 2011

Prepared for

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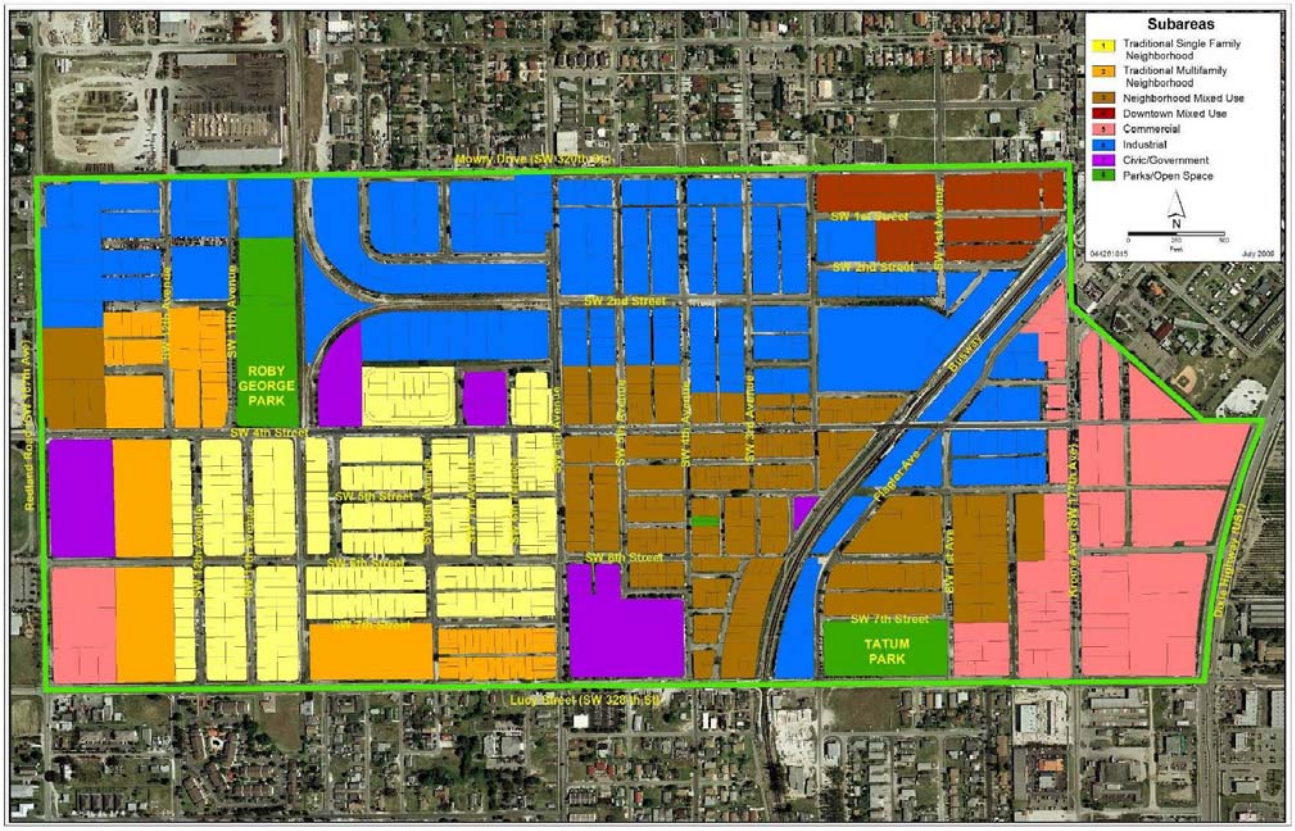
Southwest Neighborhood Master Plan



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Introduction

Purpose

Conventional or Euclidean zoning divides areas into a series of mapped districts (zones), which correspond to an assigned permitted use for each zone. Zoning establishes a development pattern that separates all uses into a hierarchy from residential (least restrictive) to industrial (most restrictive). The separation of uses does not generally allow for mixing of uses and typically promotes an environment dominated by the automobile, as every trip between different uses is typically required by a vehicle. This planning approach is not consistent with the needs of the Southwest Neighborhood nor is it consistent with the original development pattern of the City of Homestead.

This Master Plan establishes different types of development controls to allow mixed-use and functions as the "zoning code" for the Southwest Neighborhood. The plan is a form-based code that focuses on the design of buildings and their relationship to the public realm (particularly streets). The emphasis on building form rather than land use encourages mixed-use development. It also allows uses within the buildings to be as flexible as the market demands. Land use becomes secondary to building form as well as the building's relationship to the street and adjacent buildings.

The form-based code provides a set of regulations, also called development standards, that promote development with a high degree of flexibility to create a more sustainable built environment, and thus, maintains the community's character over the long-term.

The intent of the Master Plan is to guide development into a compact, pedestrian-friendly, mixed-use neighborhood. The development standards of the plan are designed to create a place of common vision and physical predictability for all new construction and renovation within the neighborhood. Predictability secures real estate value; ensures new buildings are compatible with each other and the existing urban fabric; relates to the pedestrian; encourages retail to be developed along specific street frontages; makes development equitable to all scales of ownership; and simplifies and facilitates the permitting process.

OK Grocery Store, SW 4th Street, circa 1939

Community History and Vision

Homestead's development has been greatly influenced by agribusiness (agriculture and associated businesses). From the 1930s to the 1950s, the agricultural labor force was supplemented by African American workers attracted to the City of Homestead from all over the U.S. and, in some cases, overseas. As most of these workers discovered Homestead, many of them settled in the southwest section.

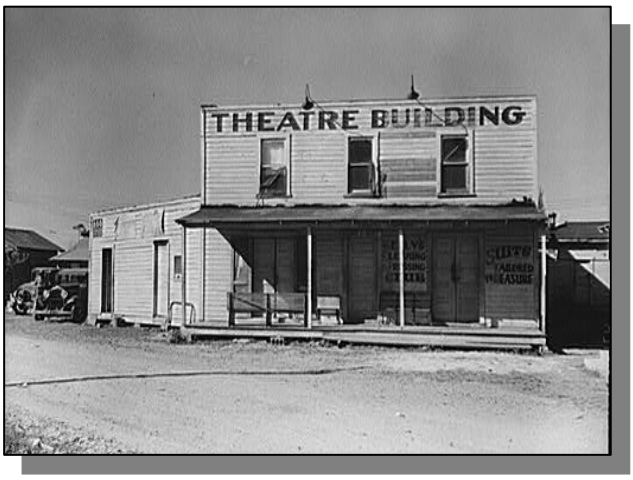
As recalled by Jesse James Robinson, Sr.:

> *"Just like Georgia and Florida is divided by the FEC railroad tracks, Homestead was divided by the FEC railroad tracks. When you cross the railroad tracks on 4th Street, on the west side of 4th Street, you are in the southwest section. It's called the southwest section, but you are in the colored section. On the east side of the railroad tracks, it would be the white section; that's going on from Flagler Street to US 1."*

Within the area west of the railroad tracks, the residents of the neighborhood built a thriving community that primarily catered to the African American population due to segregation during that period. Southwest 4th Street, which today is also known as Martin Luther King Boulevard, was the main street of the community. There you could find grocery stores, a movie theater, juke joints, restaurants, churches, and residences.

Over the past few years, the City of Homestead has gone through some very dramatic changes. Market forces have facilitated an increase in population and housing within the city as people from all over Miami-Dade County discovered that Homestead is a great place to live and raise their families. The residents of the Southwest Neighborhood are particularly vulnerable to the effects of these market changes. Due to the low per capita income of its residents and the large number of rental units in the area, concerns of potential gentrification of the community have been raised by community leaders.

The Southwest Neighborhood Master Plan provides a development guide for the redevelopment of the Southwest Neighborhood Preservation Area, consistent with the smart growth principles of urban planning and in compliance with the Community Redevelopment Act of 1969. The Plan seeks to increase housing and economic development opportunities for both current and future residents of the area. Additionally, the creation of a pedestrian friendly, livable community where residents can walk and bike to jobs and neighborhood amenities such as parks will be implemented through this Master Plan. The Master Plan provides innovative development standards to achieve the long-term success of the neighborhood.

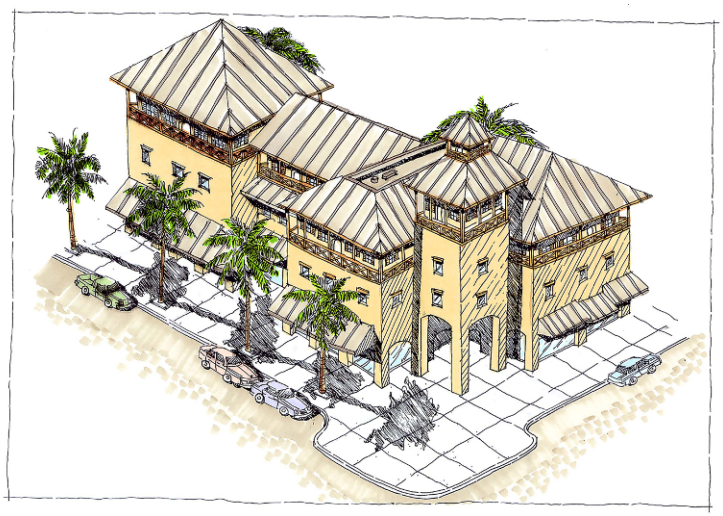


Movie Theater and Rooming House on SW 4th Street, circa 1939

Architectural Vision

It is important to create a "framework" within which architects and landscape architects can design amazing buildings and spaces. This framework will also guide the redevelopment efforts to establish the Southwest Neighborhood as a unique and memorable place that reflects the successful blending of Florida architecture with the cultural and traditional context of this diverse community. Our vision for the Southwest Neighborhood can be achieved through design excellence, color, materials, lush landscaping, and an architectural style that combines a mixture of Caribbean (commonly seen in the Key West style of architecture) and Florida vernacular architecture — a style that could be called "Floribbean."

Elements from both Caribbean and Florida vernacular styles are commonly found separately or combined throughout Florida in places as varied as Key West, Riviera Beach, or Bradenton. These housing styles represent a mix of indigenous forms as well as European influences. In the Keys for example, the mixture of Caribbean and Florida styles is also known as “Conch” and stems from the early days when the ship captains and local workers would build their homes and shops incorporating the influences they had observed during their travels overseas and throughout other parts of Florida.



Both early and contemporary Caribbean architectural styles are extremely practical. The buildings were constructed using forms and materials that work in tandem with the tropical climate. Buildings were sited to take advantage of the cooling breezes which blew threw large windows.

The desirability for porches is high in tropical climates such as Florida. Where a porch extends to another façade, it is called a veranda. Shaded by deep overhangs, porches and verandas keep the house cooler and provide additional outside living space. Additionally, porches are a great location for socializing with family, visitors, or passersby. These homes are also built closer to the street to provide

more contact between people and their neighbors as well as the perception of a safer neighborhood with “eyes” on the street.

An important feature of Caribbean and Floribbean architecture is the steeply pitched roof which helps to shed the rain easily, cools the house by providing an extra layer of air insulation in the attic, and protects the house from the sun. Other features such as dormers, gable openings and hatch-like openings in the roof called “scuttles” also help to cool a room without ceilings. The metal roof soon became a popular option more out of necessity than aesthetics: as metal roofs aided in the collection of rainwater for cisterns. Today, metal roofs are great features because they increase the energy efficiency of the homes. They also help to offset the long-term costs of operating a home (most metal roofs come with an average warranty of 30 years).

Designers are encouraged to design buildings with character by adding decorative elements to the facades, especially the porches. The millwork or decorative cut-out trim helps to filter bright sunlight but also allows air to pass through. Geometric wooden railings that line both the porch and balconies create a distinctive look that will add both personality and value to the home.

Adoption Ordinance

Ordinance No. 2006-06-25, as amended, adopts the *Southwest Neighborhood Master Plan*. This document establishes the development standards for properties within the Southwest Neighborhood.

HOW TO USE THE PLAN

This document is designed to be user-friendly and provide a step by step process for applying the development standards to properties and proposed development within the Southwest Neighborhood. The Southwest Neighborhood Master Plan is comprised of the following sections:

1.0 Administration

2.0 Regulating Plan

3.0 General Standards

4.0 Subarea Standards

5.0 Building Type Standards

6.0 Street Types

Review the section of the plan in order. The Administration section provides the general development review process information and standards for all properties with the Southwest Neighborhood. Section 2.0 illustrates the Regulating Plan which defines the subareas of the neighborhood. The respective subarea that the property is located in will be regulated by Section 4.0. Section 5.0 regulates the building standards. Finally, Section 6.0 provides recommended typical sections for the redevelopment of the city's streets within the neighborhood.

1.0 Administration

Variances

In order to maintain the predictability of future development, planned development districts shall be prohibited as the entire Southwest Neighborhood is under the zoning designation of Southwest Planned Urban Neighborhood (SWPUN). The intent is to provide the most flexibility that is generally the purpose of a planned development district. In addition, variances from the dimensional requirements are discouraged; however, a variance may be granted by the City Council provided that the applicant meets the standards pertaining to a variance pursuant to the City Code.

Approval Process

Development applications shall be processed consistent with the City of Homestead's development application review requirements. However, any development application for new construction that meets the full requirements of the Master Plan as approved by the Director of Development Services may not be required to obtain approval from the Planning and Zoning Board or the City Council. Only development applications for redevelopment of existing structures, or new developments which require dimensional variances or waivers for those permitted to be considered, shall be required to obtain Planning and Zoning Board and/or City Council approval, as required by the City of Homestead. All interpretations are to be made by the Director of Development Services. Any appeal of the Director's decision will be heard by the City Council.

Amendment Process

The Master Plan contained herein consisting of the Regulating Plan, the Street Type Plan, and the Development Standards as approved by Ordinance (No. 2006-06-25, § 2, 6-5-06) by the City of Homestead on June 5, 2006, shall serve as the development code for the Southwest Neighborhood. Amendments to the Master Plan require an application to the Department of Development Services as required by the City of Homestead. Copies of the application must be provided to the City of Homestead Community Redevelopment Agency and the Miami-Dade Empowerment Trust. The requirements of the application will be determined by the City of Homestead. In addition, the applicant must notify property owners within 500 feet of the requested change by written notification within 10 days of submittal and provide notification for the Planning and Zoning Board and City Council hearings as required by the City of Homestead. Any modification to any portion of the Master Plan requires a recommendation by the Planning and Zoning Board to the City Council. The City Council shall approve any amendment to the Neighborhood Master Plan by Ordinance. All proposed amendments to the Master Plan must be consistent with the Comprehensive Plan and the policies establishing the Southwest Planned Urban Neighborhood.

Definitions

Terms used throughout the Development Standards shall take their commonly accepted meaning unless herein defined. When there are conflicts between the definitions herein and definitions as provided in the City of Homestead Zoning Code, these definitions shall take precedence.

Affordable housing Generally defined as housing opportunities for households with an income of a certain percentage or less of the area's median income. The median household income for the City of Homestead (US Census, 1999) was $26,775. An example would be to provide housing to families (households) earning 70 percent or less of the area's median income ($18,750 or less).

Alley A service roadway providing a secondary means of public access to abutting property and not intended for general traffic circulation.

Arcade A continuous passageway parallel to and open to a street, open space, or building, usually covered by a canopy or permanent roofing, and accessible and open to the public. Arcades shall have a minimum clear width of 10 feet at the sidewalk. Arcades shall be constructed 2.5 feet from the curb face.

Awning A cover that is temporary or portable in nature and that project from the wall of a building for the purpose of shielding a doorway or window from the elements.

Balcony A platform projecting from a wall of a building and surrounded by a railing or parapet.

Building type A general definition of a particular building within the neighborhood which is associated with specific development standards.

Colonnade The roof and unglazed portion of a building extending over the sidewalk open to the street except for supporting columns or piers. Colonnades shall have a minimum clear height of 12 feet and a minimum clear width of 10 feet at the sidewalk. Colonnades shall be constructed 2.5 feet from the curb face.

Commercial use Premises used generally for the conduct of retail, restaurant, professional business, governmental services, entertainment, or recreation uses, excluding prohibited uses.

Encroachment Any portion of the primary structure that extends beyond the required setback or build-to line.

Facade The face of the building. The "Front Facade" of a building which is parallel to the frontage line or front property line adjacent to a public right-of-way or street.

Floor height Consistent with a building story, floor height shall not be greater than 14 feet high from floor to ceiling.

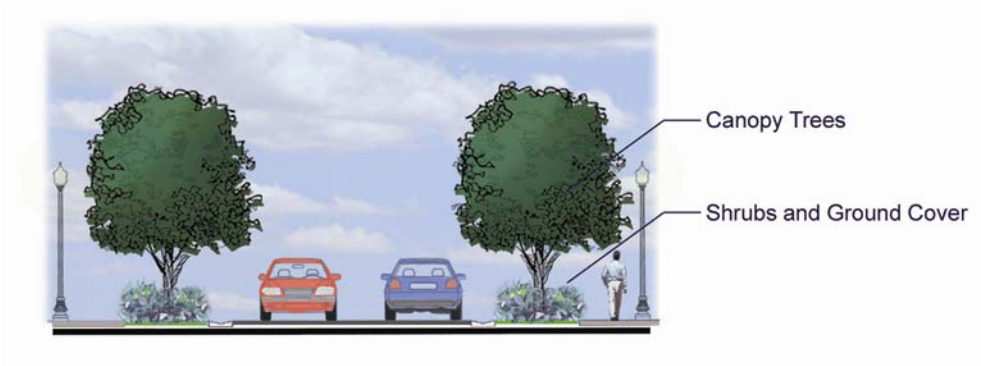
Front porch A roofed and unglazed structure, attached to the front facade of a building.

Frontage line The property lines of a lot which coincide with a street or public right-of-way.

Glazing Generally refers to windows or other openings within a facade that are covered by glass.

Height limit A limit to the vertical extent of a building that is measured in number of stories. Height limits do not apply to masts, belfries, clock towers, chimney flues, elevator bulkheads, and similar structures provided they do not exceed 1 story based on the average story height of the respective structure and are consistent with the architectural character of the building.

Landscape verge



The landscape area between the sidewalk and the street curb.

Liner uses Habitable space for residential or non-residential use. Liner uses adjacent to frontages are required to be a minimum of 20 feet deep.

Loading space Space for large vehicles to load and unload equipment, supplies, or other necessary contents of the vehicle.

Lot coverage The portion of the lot covered by buildings, parking, and other impervious surfaces.

Lot depth The average distance measured from the front property line to the rear property line.

Lot width The horizontal distance between the side property lines of a lot measured at right angles to its depth along a straight line parallel to the front property line at the minimum required building setback or build-to line.

Mechanical equipment All mechanical equipment serving or used by the structures on the site.

Monument sign Any sign, other than a pole sign, in which the entire bottom is in contact with or is close to the ground generally on a base and is independent of the primary structure.

Neighborhood Master Plan The land development code for the Southwest Neighborhood.

Permitted use All residential or nonresidential uses permitted within the Southwest Master Plan.

Porch A roofed and unglazed structure, attached to a facade of a building.

Prohibited use	Uses which are not expressly permitted within the Southwest Master Plan.
Recess line	The portion of the building facade which must be set back of the front facade at a defined height.
Regulating Plan	The "zoning map" for the Southwest Planned Urban Neighborhood which delineates the eight subareas with respective development standards.
Roof	The outside top covering of a building.
Setback	The distance between any building and the property lines.
Side street	For corner lots within Southwest Neighborhood, a side street is the street that is perpendicular to the street providing the address for the property.
Sign	Any display or structure used to advertise or identify a business or other use.
Stoop	A small platform or porch leading to the entrance of a residence.
Storefront	The portion of a building at the first story used for retail purposes. Storefronts shall be directly accessible from sidewalks. All storefronts must have transparent glazed areas equal to a minimum of 70% of the facade, between two and eight feet from the ground.
Story	A habitable floor within a building no more than 14 feet high from floor to ceiling.
Street type	The predominant characteristic of a street based upon the adjacent land uses or the context of the street. It is used to further define permitted building types and uses within the subareas of the Southwest Neighborhood Master Plan.
Streetwall	An opaque freestanding wall built on the frontage line, or on the line of the facade, with the purpose of screening parking from the street. Streetwalls may be between 3.5 and 4.5 feet in height, and may be constructed of a material matching the adjacent building, or may be a continuous maintained hedge. Streetwalls may have openings to allow automobile and pedestrian access.
Subarea	An area within the Regulating Plan of the Southwest Neighborhood Master Plan similar to a "zoning district."
Swale	The landscape area between the sidewalk and the street used for storm drainage when a curb is not provided.
Transparency	The windows, doors, or other openings of the facade which are covered by glass, screen or other materials that provide visibility within the structure.

2.0 General Standards

The following general provisions apply to all properties with each subarea and the proposed building types within the Southwest Neighborhood:

1. The purpose of southwest planned urban neighborhood (SWPUN) is to promote the redevelopment of the southwest area by encouraging a mix of uses, providing a development guide for redevelopment consistent with smart growth and good urban design principles, increasing housing and economic development opportunities, and creating a pedestrian friendly environment.

2. The Southwest Neighborhood Master Plan, when in conflict, shall take precedence over the City of Homestead Zoning Code.

3. The provisions of the Florida Building Code, when in conflict, shall take precedence over the provisions of the Southwest Neighborhood Master Plan.

4. In accordance with the City of Homestead affordable housing policy, developers submitting building permits for six or more residential units within the Southwest Neighborhood in any 12-month period shall comply with the City's affordable housing policy within the City. While this Plan has an affordable housing requirement, it is contingent on the effective adoption of an Affordable Housing Policy/Program by the City of Homestead.

5. The design of public facilities shall be subject to the Southwest Planned Urban Neighborhood (SPUN) – Master Plan development standards.

6. Permitted uses are determined within the individual SWPUN subareas pursuant to Sec. 30-396.62. Where appropriate, the individual subareas will also list prohibited uses.

7. Minimum and maximum height restrictions are determined by the various SWPUN subareas. The maximum height within the entire SWPUN is five stories and shall not exceed 70 feet.

8. Existing buildings and uses within the southwest planned urban neighborhood that do not conform to the provisions of the master plan shall be allowed to continue. The nonconforming structures and uses within the SWPUN shall be regulated by the article V of the city's zoning code (section 30-546 et al.) regarding nonconformities. Time limitations established in article V for discontinued non-conforming uses and the replacement of non-conforming structures shall be extended to one year for non-commercial uses and 180 days for commercial uses. One 90 day extension to these time limitations may be granted by the director of development services due to natural disaster or upon a showing that the applicant presents reasonable evidence that the vacancy or discontinuation of the non-conforming use or structure is a result of unforeseen difficulties beyond the control of the applicant.

9. Existing buildings may not be destroyed or removed unless they are replaced according to the Master Plan, and only after a building permit for the new building has been issued. In the cases of unsafe structures, the Development Services Department may determine that removal is allowed and, in such cases, the property shall be landscaped until a building permit is issued for a replacement building.

10. The maximum gross residential density for the SWPUN shall not exceed 20 dwelling units per acre for a single residential parcel, and 15 units per acre as the average residential density for all subareas or districts that permit residential uses as identified within the neighborhood master plan.

11. The minimum lot size permitted within the entire SWPUN is 5,000 square feet. Various SWPUN subareas can further restrict permitted lot sizes. However, detached single-family residential structures may be constructed on parcels as small as 3,600 square feet if, on the same block, other detached single-family residential structures exist on lots of the same size less than 5,000 square feet. Existing platted lots which are less than the minimum lot size required may be developed provided documentation is provided which illustrates the platted lot dimensions.

12. Existing multifamily units within the Traditional Neighborhood Mixed Use (TNMU) or Downtown MU subareas may maintain or redevelop at their existing density, provided the overall densities of those subareas do not exceed their respective density thresholds.

13. Parking requirements are determined by the Southwest Neighborhood Master Plan. Required parking must be provided on site or on public or private lots within 600 feet as provided for and permitted by the city. A payment for use of public spaces may be required by the city. Independent buildings with less than 25 feet of frontage shall not be required to provide off-street parking. On-street parking spaces shall be a minimum of eight feet wide and 23 feet long. Landscape islands with a minimum dimension of 10 feet wide by eight feet deep shall be placed at a maximum of every four parallel parking spaces. Where parking requirements are not set forth within the master plan, parking shall be as required in section 30-431 et seq. of the City Code.

14. New independent surface parking lots are not permitted on existing vacant lots, except parking lots owned and operated by the City of Homestead and/or the Homestead Community Redevelopment Agency. Surface parking is permitted behind buildings that are consistent with the Master Plan.

15. Continuous curb cutouts shall be prohibited. Driveways shall be limited to a one-way width of 20 feet for commercial property. If two-way traffic is required, a maximum width of 30 feet is allowed for any property.

16. Prohibited uses within the Southwest Planned Urban Neighborhood shall be consistent with Sec. 30-396.62.

17. All properties shall be brought into compliance with the landscape standards provided herein at such time that a building permit issued for work valued at $5,000 or more. The Development Services Director shall have authority to grant a one-time, three-month extension.

18. Swales shall be located in the rear or side yards, and shall be buffered by a fence or hedge screen.

19. Automatic food and drink machines and telephones must be located inside buildings.

20. Dumpsters shall be required as set forth in the building types and regulations section of the Southwest Neighborhood Master Plan. Where the master plan does not determine dumpster restrictions, regulations shall be as provided in section 23.5-61 et seq. of the City Code.

21. Buildings constructed that utilize any development incentives or bonuses which are destroyed may be replaced in accordance with the incentives or bonuses by which such buildings were designed and constructed.

22. Landscaping shall meet the landscaping requirements as described in the Landscape Standards Section of the Southwest Neighborhood Master Plan. Where the master plan does not determine landscaping requirements, landscaping shall meet the applicable provisions of chapter 29 of the City Code.

23. Fences/walls requirements are determined by the building types and regulations as set forth in the Southwest Neighborhood Master Plan. Where the master plan does not determine fence requirements, fence restrictions shall be as provided in section 30-468 et seq. of the City Code.

24. Bahamian, Floribbean, or Key West vernacular of architecture is recommended for all buildings within the Southwest Neighborhood. All non-residential buildings are encouraged to utilize elements of the architectural vernaculars in the design to the fullest extent possible including roof pitch, roof and facade materials, dormers, windows, balconies and shutters.

25. Roadway dimensions shall be based on the street types and typical street cross sections set forth in the Southwest Neighborhood Master Plan.

26. Sidewalks dimensions shall be based on the street types and typical street cross sections set forth in the Southwest Neighborhood Master Plan. Sidewalks shall have a minimum of five-foot clear access width from any obstructions at all times. Where the master plan does not determine sidewalk requirements, sidewalks shall be as required in section 24-41 et seq. of the City Code.

27. All properties adjacent to the Busway and Multi-Use Corridor shall provide a connection to the nearest access point or path within these corridors. If no access point or path is directly adjacent to the subject property, a connection shall be provided utilizing the sidewalk adjacent to the building frontage. All buildings shall treat the facades facing the corridor similar to the front facades to maintain visual interest and aesthetic quality.

28. All rooftop equipment including, but not limited to mechanical equipment and vents, shall be screened by a parapet wall or similar solid materials as may be approved by the department of development services.

29. All colors for buildings and roofs shall comply with the City of Homestead's approved color palette, pursuant to section 32.2-32.8 of the City Code.

30. Signs shall be required as set forth in the building types and regulations section of the Southwest Neighborhood Master Plan. Where the master plan does not determine sign requirements, sign regulations shall be as required in section 23-41 et seq. of the City Code.

31. Lighting shall be consistent with the requirements set forth within the Southwest Neighborhood Master Plan, and within the city's street light design guidelines (section 32-20 of the City Code). If there is a conflict between the master plan and the city's street light design guidelines, the director of development services shall determine which standards shall apply.

32. Provisions for street types such as permitted uses shall extend 50 feet from the property for all corridors except US 1, which shall extend 300 feet. The street types as listed are in hierarchical order from Neighborhood to Railroad. Where two street types intersect or a property has frontages on multiple street types, the requirements of the lower ordered street type shall prevail. For example, at the southeast corner of SW 6th Street and Krome Avenue, the Commercial/Industrial street requirements for the property would prevail over the Mixed Use street requirements.

3.0 Regulating Plan

The Regulating Plan supplements the City's zoning code for the Southwest Neighborhood by providing specific development standards unique to the neighborhood. The Regulating Plan consists of eight subareas, each with their own set of development standards.

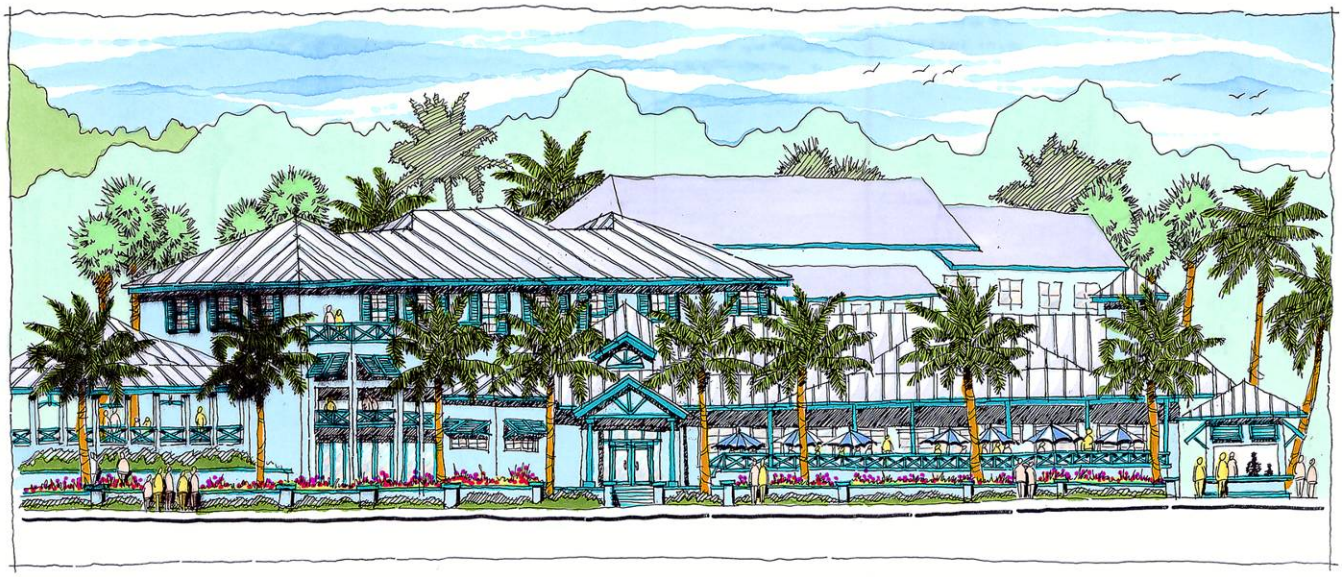
District Boundaries

District boundaries depicted on the official regulating plan shall be interpreted as follows:

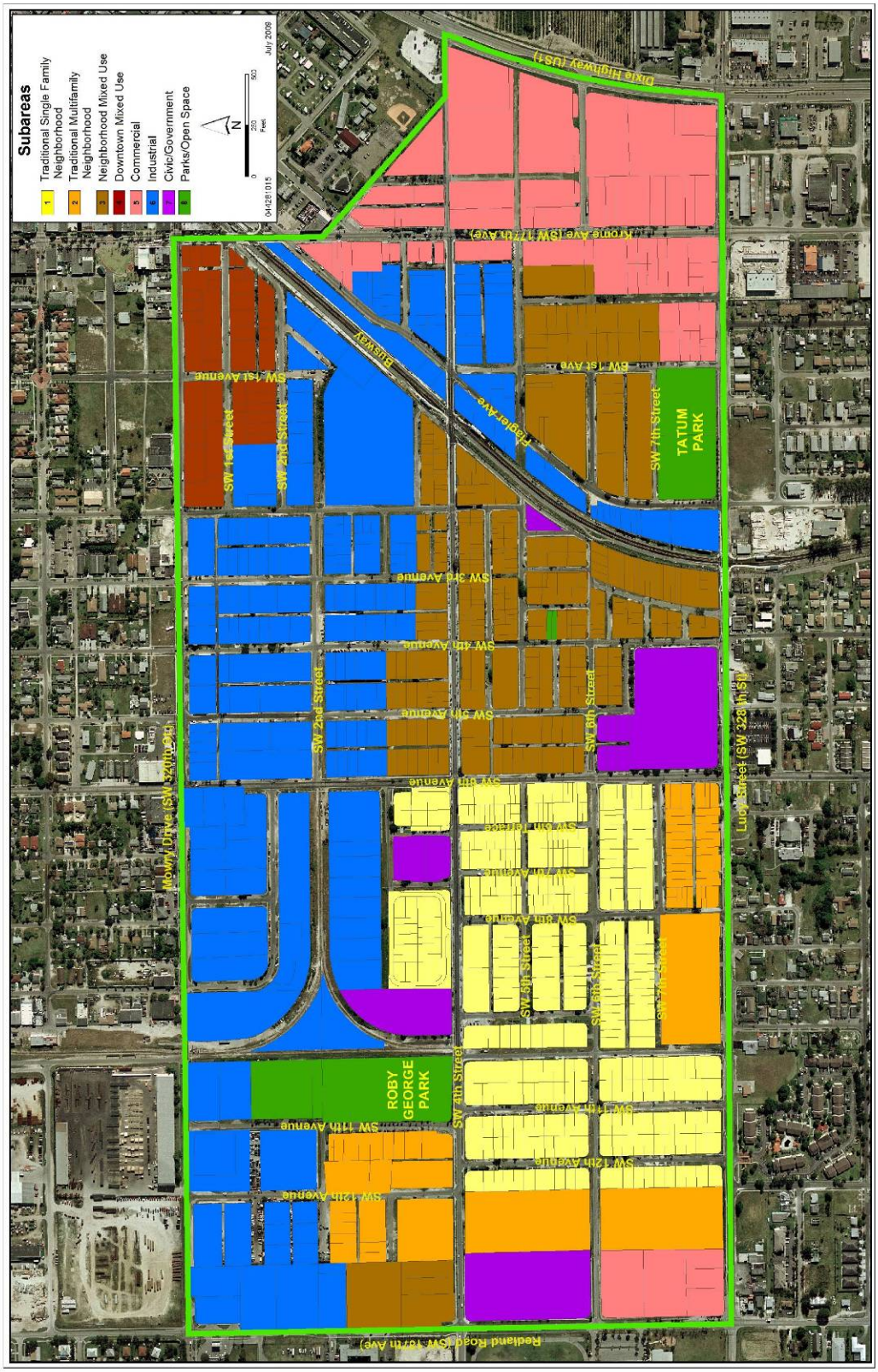
1. **Centerlines**. Unless otherwise specified, district boundaries aligned along streets, alleys, controlled access highways, railroads, watercourses, or pronounced topographic features shall be interpreted to fall along the centerlines of those features.

2. **Lot or Deed Property Lines**. District boundaries indicated as approximately following platted lot lines or deeded property lines shall be interpreted as being coincident with those lines.

3. **Uncertainties**. In a case of uncertainty, the location of a district boundary shall be determined by the Development Services Director, subject to appeal to the City Council.



Regulating Plan



4.0 Subarea Standards

The development standards for the subareas are designed to promote a consistent development pattern throughout the subareas and the Southwest Neighborhood. As shown in the Regulating Plan, the eight subareas consist of:

- ***Traditional Single Family Neighborhood*** — The intent of this subarea is to create a single family neighborhood that provides a range of housing types to meet the different housing needs of existing and future residents of the city. One of the objectives of the Master Plan is to ensure that the commercial areas are within convenient walking distance. The density is recommended at six dwelling units per acre.

- ***Traditional Multifamily Neighborhood*** — The multifamily neighborhood is predominately at the edges of the single family neighborhood and shares the same intent of providing a range of housing types for a diversity of existing and future residents. This subarea should fit seamlessly with the single family neighborhood in design and physical connections. The density is recommended at 20 dwelling units per acre.

- ***Neighborhood Mixed-Use*** — This subarea is designed to achieve the greatest flexibility of the subareas. The building types allowed within the Neighborhood Mixed-Use subarea must be designed and constructed so that at least the first floors will permit easy conversion between residential and commercial uses. The intent of the subarea is to provide a transition between the residential and the downtown subareas.

- ***Downtown Mixed-Use*** — The Downtown Mixed-Use subarea is intended to function as an extension of the existing downtown of the City of Homestead. Commercial and retail uses are encouraged on ground floors of future redevelopment, and residential is encouraged throughout the subarea to create a true mixed-use, 24-hour neighborhood within the Southwest Neighborhood.

- ***Commercial*** — The Commercial subarea is intended to allow more conventional suburban commercial developments. The areas along US 1 are primarily intended to serve as future locations for big box commercial uses that fit into the current development pattern along US 1. Along Krome Avenue, the permitted building types will continue to promote a pedestrian orientation and a development pattern consistent with the downtown Mixed-use subarea.

- ***Industrial*** — The Industrial subarea is intended to maintain the existing industrial areas found in the Southwest Neighborhood, as well as provide for additional locations to ensure that the jobs-to-housing ratio is effectively maintained. Development standards have been applied to ensure adequate buffers are provided and to regulate buildings to provide positive aesthetic contributions to the industrial subareas.

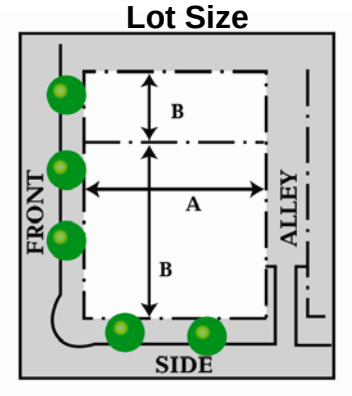
- ***Civic/Government*** — Only a small number of Civic/Government subareas are scattered through-out the Southwest Planned Urban Neighborhood. Many of these areas currently contain schools, government facilities, or social services. The intent is to maintain these areas and also provide future locations for civic uses to contribute to the quality of life within the Southwest

Neighborhood. Some governmental uses like City-owned parking lots can be incorporated into other subareas.

- ***Parks/Open Space*** — Parks and open space are critical elements of any neighborhood, especially for the Southwest Neighborhood. The Master Plan preserves the existing parks and provides future opportunities for several parks as well as a greenway connecting two park areas to the north of SW 4th Street.

Traditional Single Family Neighborhood

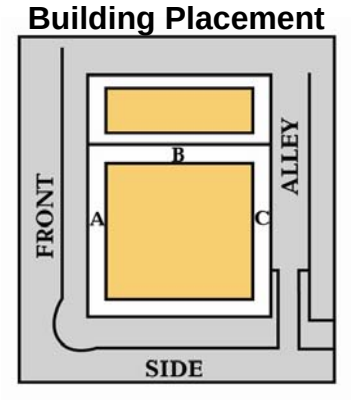
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 25 feet

Building Placement



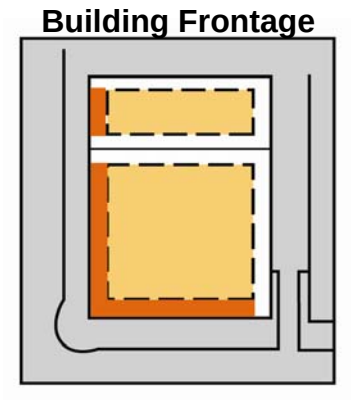
A. FRONT
Minimum 10 feet
Maximum 20 feet
or 20% of the lot depth
(whichever is less)

B. SIDE
Minimum 5 feet for each side and a total of 20% of the lot width for both sides

C. REAR
Minimum 5 feet

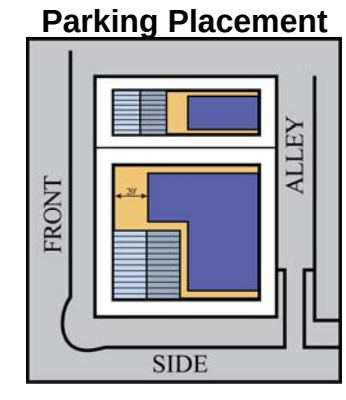
LOT COVERAGE
Maximum: 55%

Building Frontage



BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown, unless alley access is not available. If alley access is not available parking may be provided by a 12 feet wide (max) driveway.

ACCESS
All access for garages and parking areas is required for lots of greater than 60 feet deep. Vehicle access is permitted from side streets.

PARKING RATIO
1 off-street space for every unit. Lots 25 feet wide or less are not required to provide off-street parking.

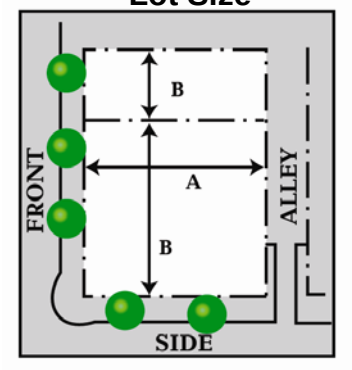
PARKING STRUCTURES
Prohibited.

BUILDING TYPES
- Single Family
- Townhouse
- Civic/Government

PERMITTED USES
- Pursuant to Sec. 30-396.62

Traditional Multifamily Neighborhood

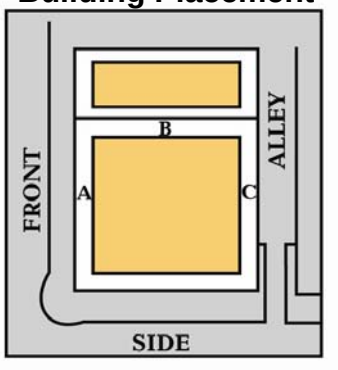
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 20 feet

Building Placement



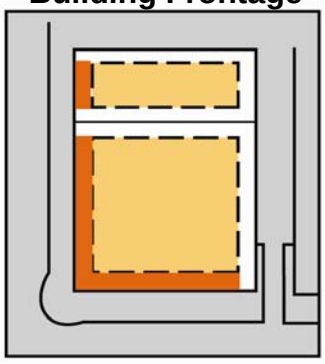
A. FRONT
Minimum 10 feet
Maximum 20 feet
or 20% of the lot depth
(whichever is less)

B. SIDE
Minimum 5 feet;

C. REAR
Minimum 5 feet

LOT COVERAGE
Maximum: 70%

Building Frontage

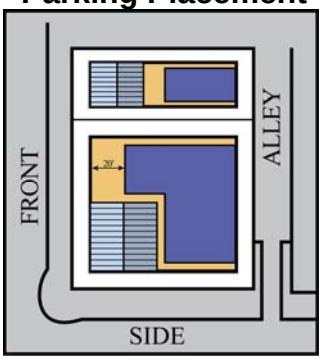


REQUIREMENT
Minimum 75% of lot width for townhouse; 60% of lot width for apartment/condominiums

FRONTAGE TYPES
Porch, stoop, balcony

BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown, Parking must be placed a minimum of 20 feet behind front façade.

ACCESS
All access for garages and parking areas is encouraged for lots of greater than 60 feet deep. Lots greater than 250 feet wide may be permitted 2 openings.

PARKING RATIO
1 off-street space for every unit; plus 1 additional space for guests for every 10 spaces required for residents. Lots 25 feet wide or less are not required to provide off-street parking.

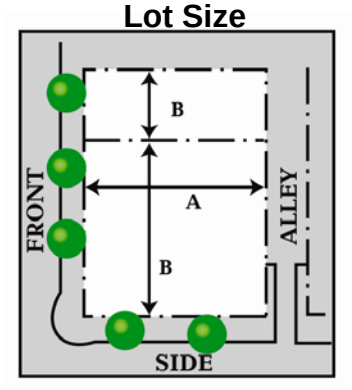
PARKING STRUCTURES
Allowed for apartment/ condominiums; no portion of the structure shall be visible from the front side of corner lots.

BUILDING TYPES
- Townhouse
- Apartment/Condominium

PERMITTED USES
- Pursuant to Sec. 30-396.62

Neighborhood Mixed-Use

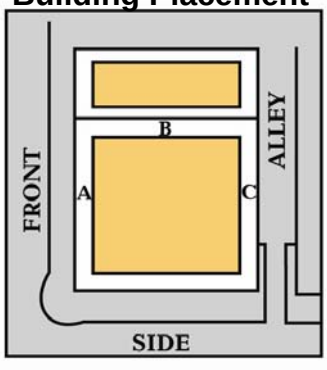
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 25 feet

Building Placement

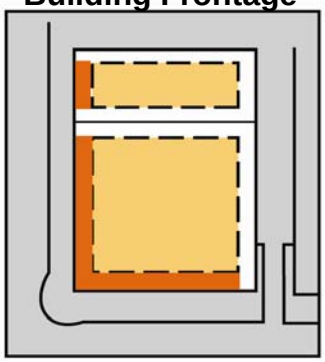


A. FRONT
Minimum 5 feet
Maximum 15 feet
or 15% of the lot depth
(whichever is less)

B. SIDE/REAR
Side and rear setbacks are not required unless an adjacent building existing at the time of development application has windows facing side or rear; any new abutting development shall then provide at least 10 feet of separation between the existing and new building, except for the first 20 feet from the frontage line.

LOT COVERAGE
Maximum: 75%

Building Frontage



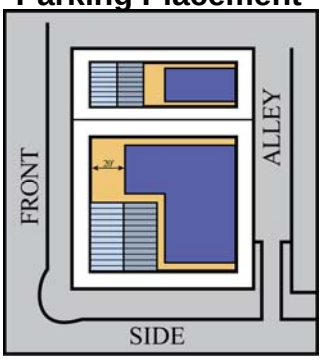
REQUIREMENT
Minimum 75% of the lot width; in the absence of a building, a streetwall shall be built along the frontage.

FRONTAGE TYPES
Arcade, colonnade, stoop, balcony

BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

ADDITIONAL REQUIREMENT
Properties adjacent to the busway are required to provide a connection to the nearest point or access path to the busway. All buildings shall treat the facades facing the busway similar to the front façade.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown. Parking must be placed a minimum of 20 feet behind front façade.

ACCESS
Alley access for garages and parking areas is encouraged for lots of greater than 60 feet deep. Vehicle access is permitted from side streets. Lots greater than 250 feet wide may be permitted 2 openings.

PARKING RATIO
1 off-street space for every unit. Lots 25 feet wide or less are not required to provide off-street parking. 1 space for every 300 sf of non-residential.

PARKING STRUCTURES
Permitted. No parking structure may be placed at the frontage line. Parking structures that do not have liner uses a minimum of 20 feet deep must be placed no less than 40 feet from the front property line. Floors of the structure with liner uses shall not count toward the story height limit. All portions of the structure visible from a public right-of-way shall be screened in a manner that is architecturally compatible with the main structure.

LOADING
1 loading space, minimum 12 feet wide by 25 feet long; available on-street parking along the property frontage may be used to satisfy this requirement.

BUILDING TYPES

- Townhouse
- Apartment/Condominium
- Mixed-Use
- Neighborhood Commercial*
- General Commercial*
- Civic/Government

*As permitted by the City Council

PERMITTED USES

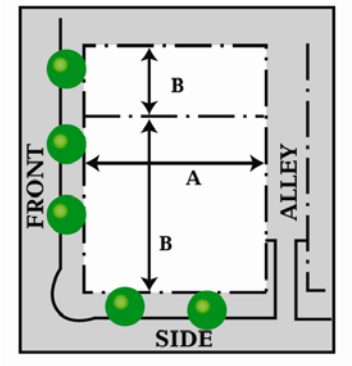
- Pursuant to Sec. 30-396.62

SPECIAL EXCEPTION USES

- Pursuant to Sec. 30-396.62

Downtown Mixed-Use

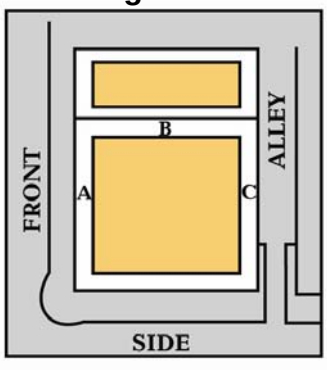
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 25 feet

Building Placement

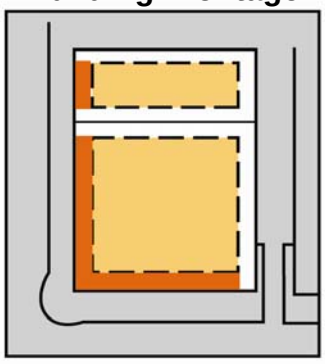


A. FRONT
Minimum 5 feet
Maximum 15 feet
or 15% of the lot depth
(whichever is less)

B. SIDE/REAR
Side and rear setbacks are not required unless an adjacent building existing at the time of development application has windows facing side or rear; any new abutting development shall then provide at least 10 feet of separation between the existing and new building, except for the first 20 feet from the frontage line.

LOT COVERAGE
Maximum: 75%

Building Frontage



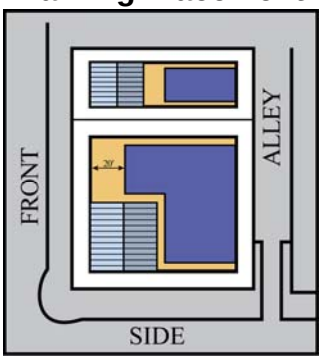
REQUIREMENT
Minimum 75% of the lot width; in the absence of a building, a streetwall shall be built along the frontage.

FRONTAGE TYPES
Arcade, colonnade, stoop, balcony

BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

ADDITIONAL REQUIREMENT
Properties adjacent to the busway are required to provide a connection to the nearest point or access path to the busway. All buildings shall treat the facades facing the busway similar to the front façade.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown. Parking must be placed a minimum of 20 feet behind front façade.

ACCESS
Alley access for garages and parking areas is encouraged for lots of greater than 60 feet deep. Vehicle access is permitted from side streets. Lots greater than 250 feet wide may be permitted 2 openings.

PARKING RATIO
1 off-street space for every unit. Lots 25 feet wide or less are not required to provide off-street parking. 1 space for every 300 sf of non-residential. 1 space for every 1,000 square feet of industrial.

PARKING STRUCTURES
Permitted. No parking structure may be placed at the frontage line. Parking structures that do not have liner structures a minimum of 20 feet deep must be placed no less than 40 feet from the front property line. Floors of the structure with liner uses shall not count toward the story height limit. All portions of the structure visible from a public right-of-way shall be screened in a manner that is architecturally compatible with the main structure.

LOADING
1 loading space, minimum 12 feet wide by 25 feet long; available on-street parking along the property frontage may be used to satisfy this requirement.

BUILDING TYPES

- Townhouse*
- Apartment/Condominium*
- Mixed-use
- Neighborhood Commercial
- General Commercial
- Civic/Government

*As permitted by the City Council

PERMITTED USES

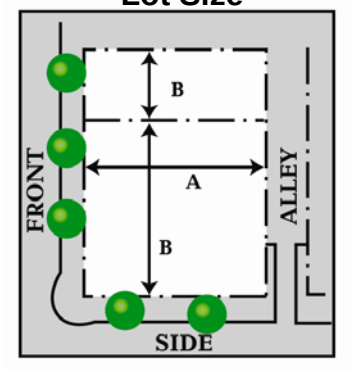
- Pursuant to Sec. 30-396.62

SPECIAL EXCEPTION USES

- Pursuant to Sec. 30-396.62

Commercial

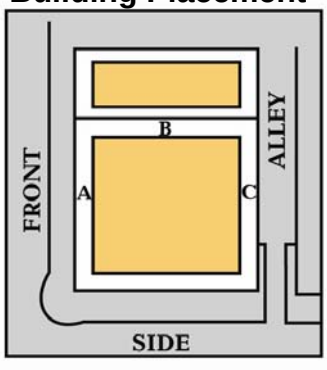
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 25 feet

Building Placement

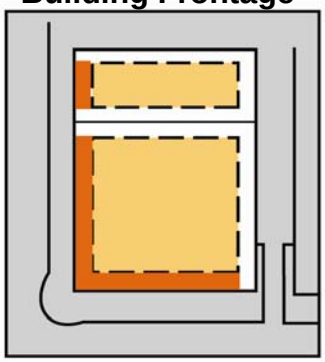


A. FRONT
Minimum 5 feet
Maximum 15 feet
or 15% of the lot depth
(whichever is less)

B. SIDE/REAR
Side and rear setbacks are not required unless an adjacent building existing at the time of development application has windows facing side or rear; any new abutting development shall then provide at least 10 feet of separation between the existing and new building, except for the first 20 feet from the frontage line.

LOT COVERAGE
Maximum: 90%

Building Frontage

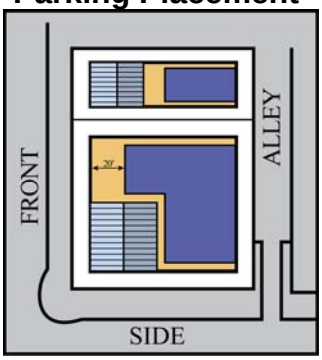


REQUIREMENT
Minimum 75% for townhouse; 60% of lot width for apartment/condominiums

BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

ADDITIONAL REQUIREMENT
Properties adjacent to the busway are required to provide a connection to the nearest point or access path to the busway. All buildings shall treat the facades facing the busway similar to the front façade.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown. Parking must be placed a minimum of 20 feet behind front façade.

ACCESS
All access for garages and parking areas is required for lots of greater than 60 feet deep. Vehicle access is limited to 1 curb opening a maximum of 30 feet wide for each frontage. Lots with frontage greater than 250 feet wide may be permitted 2 curb openings.

PARKING RATIO
1 off-street space for every residential unit. 1 space for every 300 feet of non-residential. 1 space for every 1,000 square feet of industrial.

PARKING STRUCTURES
Permitted. No parking structure may be placed at the frontage line. Parking structures that do not have liner uses a minimum of 20 feet deep must be placed no less than 40 feet from the front property line. Floors of the structure with liner uses shall not count toward the story height limit. All portions of the structure visible from a public right-of-way shall be screened in a manner that is architecturally compatible with the main structure.

LOADING
1 loading space, minimum 12 feet wide by 25 feet long; available on-street parking along the property frontage may be used to satisfy this requirement.

BUILDING TYPES

- Townhouse*
- Apartment/ Condominium*
- Mixed-use
- Neighborhood Commercial
- General Commercial
- Civic/Government

*As permitted by the City Council

PERMITTED USES

- Pursuant to Sec. 30-396.62

SPECIAL EXCEPTION USES

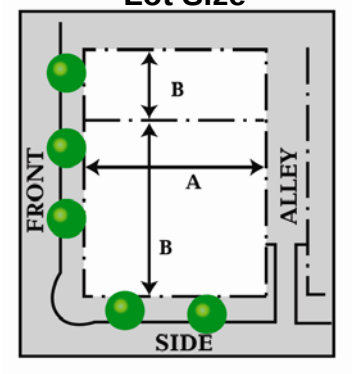
- Pursuant to Sec. 30-396.62

PROHIBITED USES

- Pursuant to Sec. 30-396.62

Industrial

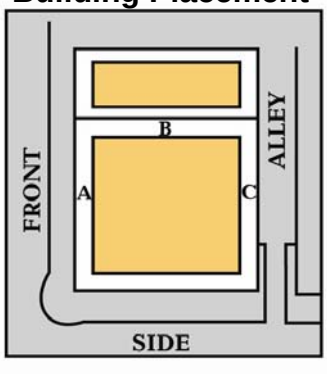
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 25 feet

Building Placement



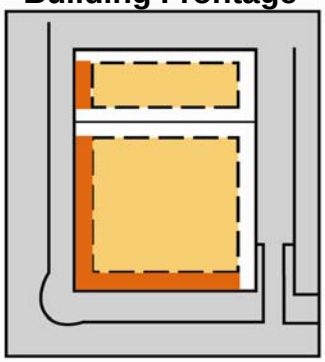
A. FRONT
Minimum 10 feet
Maximum 20 feet

B. SIDE
Minimum 10 feet

C. REAR
Minimum 10 feet

LOT COVERAGE
Maximum 90%

Building Frontage



REQUIREMENT
N/A

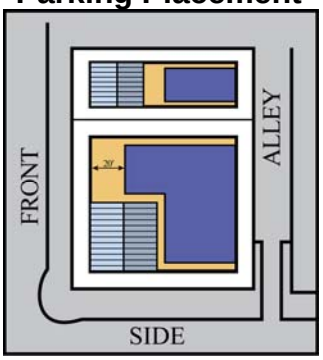
ENCROACHMENTS
N/A

FRONTAGE TYPES
N/A

BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

ADDITIONAL REQUIREMENT
Properties adjacent to the busway are required to provide a connection to the nearest point or access path to the busway. All buildings shall treat the facades facing the busway similar to the front façade.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown. Parking must be placed a minimum of 20 feet behind front façade.

ACCESS
Vehicle access is limited to 2 curb openings per street frontage and driveways shall not exceed 30 feet in width Lots with frontage greater than 250 feet wide may be permitted 2 curb openings.

PARKING RATIO
1 space for every 500 square feet of office; 1 space for every 1,000 square feet of warehouse/facility space.

LOADING
1 loading space for every loading bay, or a minimum of 1 space for every 25,000 square feet.

PARKING STRUCTURES
Permitted. No parking structure may be placed at the frontage line. Parking structures that do not have liner uses a minimum of 20 feet deep must be placed no less than 40 feet from the front property line. Floors of the structure with liner uses shall not count toward the story height limit. All portions of the structure visible from a public right-of-way shall be screened in a manner that is architecturally compatible with the main structure.

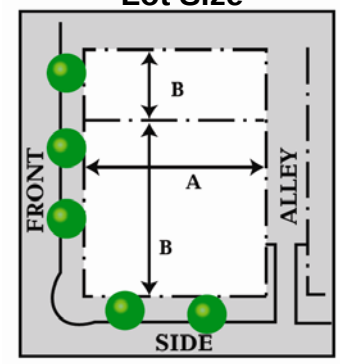
BUILDING TYPES
- Neighborhood Commercial
- General Commercial
- Industrial
- Civic/Government

PERMITTED USES
- Pursuant to Sec. 30-396.62

SPECIAL EXCEPTION USES
- Pursuant to Sec. 30-396.62

Civic/Government

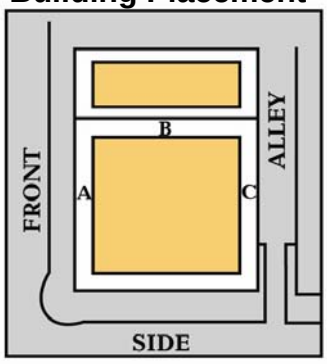
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 20 feet

Building Placement



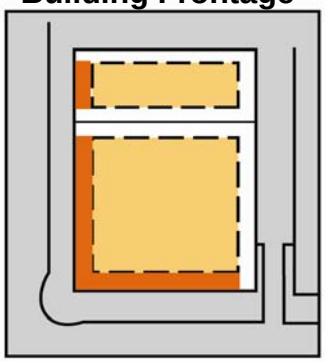
A. FRONT
Minimum 10 feet
Maximum 20 feet
or 20% of the lot depth
(whichever is less)

B. SIDE
Minimum 5 feet;

C. REAR
Minimum 5 feet

LOT COVERAGE
Maximum: 50%

Building Frontage

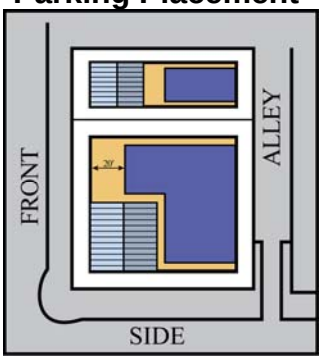


REQUIREMENT
Minimum 75%

BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park.

ADDITIONAL REQUIREMENT
Properties adjacent to the busway are required to provide a connection to the nearest point or access path to the busway. All buildings shall treat the facades facing the busway similar to the front façade.

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown. Parking must be placed a minimum of 20 feet behind front façade.

ACCESS
Alley access for garages and parking areas is encouraged for lots of greater than 60 feet deep. Vehicle access is limited to 1 curb opening a maximum of 30 feet wide.

PARKING RATIO
1 off-street space for every unit. Lots 25 feet wide or less are not required to provide off-street parking. 1 space for every 300 sf of non-residential.

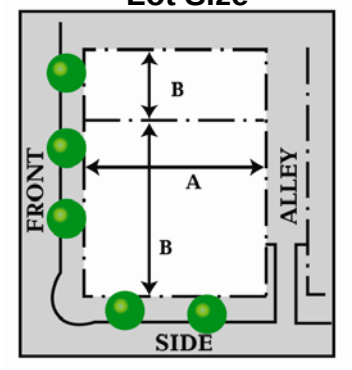
PARKING STRUCTURES
Allowed for apartment/ condominiums; no portion of the structure shall be visible from the front side of corner lots.

BUILDING TYPES
- Civic/Government

PERMITTED USES
- Pursuant to Sec. 30-396.62

Parks/Open Space

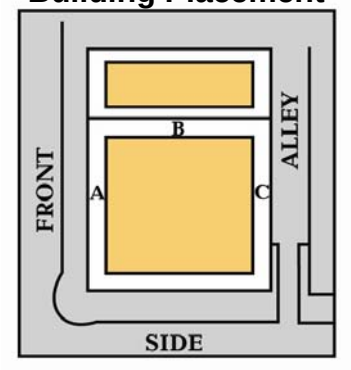
Lot Size



A. LOT DEPTH
Minimum 50 feet

B. LOT WIDTH
Minimum 20 feet

Building Placement



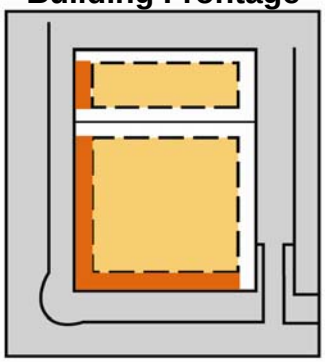
A. FRONT
Minimum 5 feet

B. SIDE
Minimum 5 feet

C. REAR
Minimum 5 feet

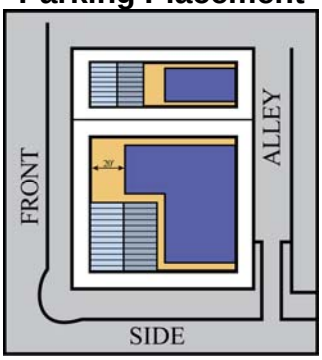
LOT COVERAGE
Maximum 25%

Building Frontage



BUILDING ENTRANCES
Primary pedestrian entrance shall be located along a street, walkway, or park

Parking Placement



LOCATION/PLACEMENT
On-site parking allowed in the shaded area as shown. Parking must be placed a minimum of 20 feet behind front façade.

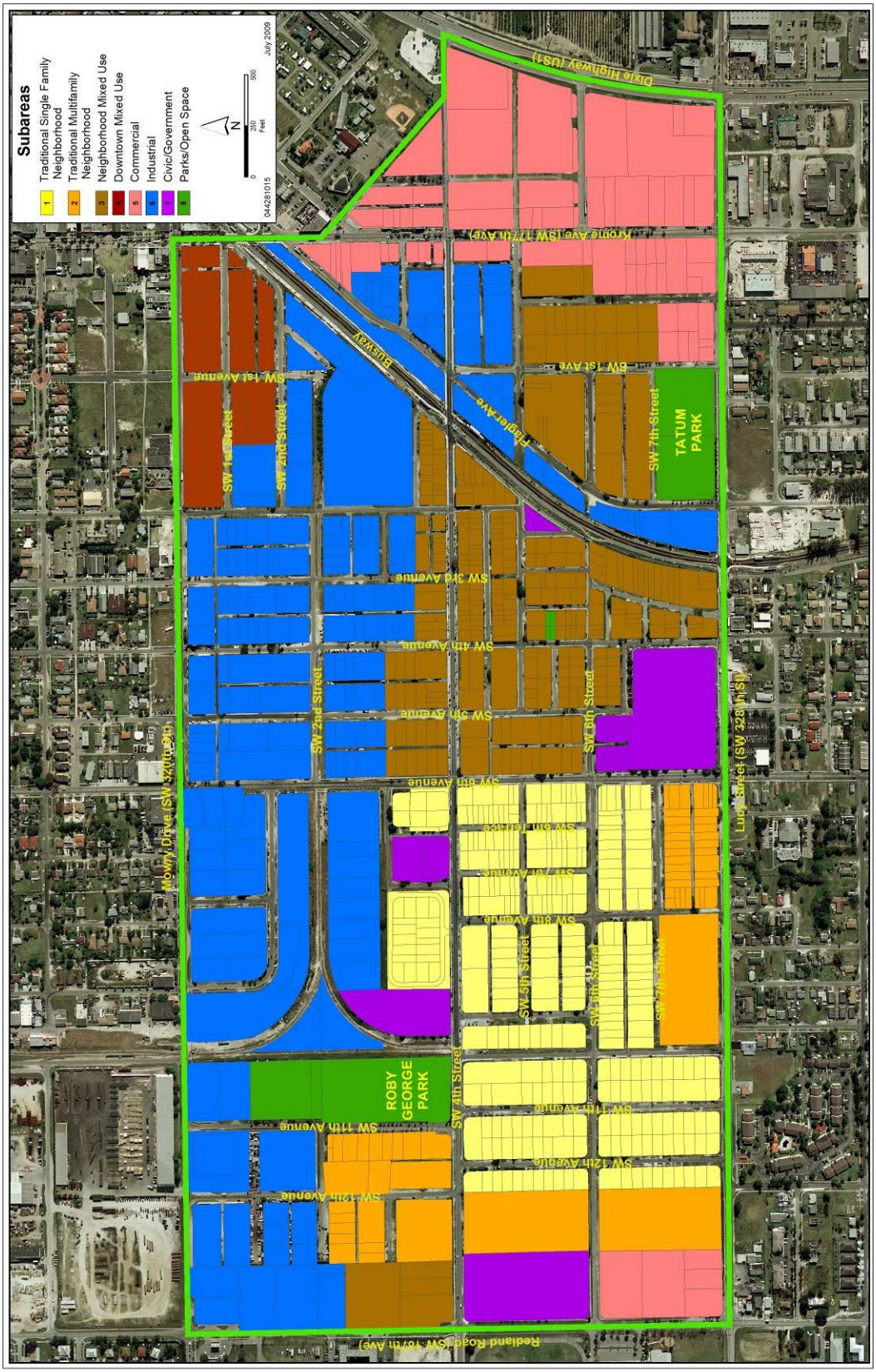
ACCESS
All access for garages and parking areas is required for lots of greater than 60 feet deep. Vehicle access is permitted from side streets.

PARKING RATIO
1 off-street space for every unit. Lots 25 feet wide or less are not required to provide off-street parking. 1 space for every 300 sf of non-residential.

PARKING STRUCTURES
Allowed for apartment/ condominiums; no portion of the structure shall be visible from the front side of corner lots.

BUILDING TYPES
- Civic/Government

PERMITTED USES
- Pursuant to Sec. 30-396.62


Subareas
1 Traditional Single Family Neighborhood
2 Traditional Multifamily Neighborhood
3 Neighborhood Mixed Use
4
5 Downtown Mixed Use
6 Commercial
7 Industrial
8 Civic/Government
Parks/Open Space
N
0 250 500
Feet
July 2009
04428/015
Dixie Highway (US1)
Krome Ave (SW 177th Ave)
Busway
Flagler Ave
SW 1st Ave
SW 1st Street
SW 2nd Street
SW 7th Street
TATUM PARK
SW 3rd Avenue
SW 4th Avenue
SW 5th Avenue
SW 6th Street
SW 6th Avenue
SW 7th Avenue
SW 8th Avenue
SW 9th Avenue
SW 5th Street
SW 4th Street
SW 7th Street
ROBY GEORGE PARK
SW 11th Avenue
SW 12th Avenue
SW 11th Avenue
SW 12th Avenue
Lucy Street (SW 328th St)
Mowry Drive (SW 320th St)
Redland Road (SW 107th Ave)

5.0 Building Type Standards

The Master Plan establishes eight building types for the Southwest Neighborhood. The section defines the development standards for each of the building types including parking, landscaping, and architecture. The eight building types consist of:

- Single family (SF)
- Townhouse (TH)
- Apartment/condominium (AP)
- Mixed-use (MU)
- Neighborhood commercial (NC)
- General commercial (GC)
- Industrial (IND)
- Civic/government (CG)

Subarea/Building Type Matrix

SUBAREAS	BUILDING TYPES							
	SF	TH	AP	MU	NC	GC	IND	CG
Traditional Single Family	X	S						X
Traditional Multifamily		X	X					X
Neighborhood Mixed-Use			X	X	S	S		X
Downtown Mixed-Use			S	X	S	S		X
Commercial				X	X	X		X
Industrial					X	X	X	X
Civic/ Government								X
Parks/Open Space								X

X = Permitted by right
S = Permitted through special approval by the City Council

Development Standards

<table>
<tr><th colspan="2" rowspan="2"></th><th colspan="4">Building Types</th></tr>
<tr><th>SF</th><th>TH</th><th>AP</th><th>IND</th></tr>
<tr><td>Height (stories)</td><td>Max</td><td>2</td><td>3</td><td>4</td><td>3</td></tr>
<tr><td colspan="2">Materials</td><td colspan="4">Walls shall combine no more than 2 materials; material change shall occur along a horizontal line with the visually heavier material below the lighter material</td></tr>
<tr><td colspan="2">Windows</td><td colspan="4">• Shall be operable; except storefronts
• Shall be vertical or square in proportion
• Shall be recessed a minimum of 2 inches from the exterior face of the façade
• Multiple windows in the same rough opening shall be separated by a 4 inch wide minimum post and sit on 1 continuous sill
• Openings in upper stories shall be centered above openings in the first story; openings on the gable ends must be centered; openings shall be a minimum of 2 feet from building corners</td></tr>
<tr><td colspan="2">Transparency/ Glazing</td><td colspan="4">n/a</td></tr>
<tr><td colspan="2">Doors</td><td colspan="4">Garage doors are not permitted on the front facade</td></tr>
<tr><td colspan="2">Shutters</td><td colspan="4">If provided, shall be sized to match the opening and provided for all windows on a given wall</td></tr>
<tr><td colspan="2">Arcades/ Colonnades</td><td colspan="4">n/a</td></tr>
<tr><td colspan="2" rowspan="2">Roofs</td><td colspan="4">Symmetrical pitched roofs must have slopes of no less than 4:12; porch roofs may be no less than 2:12; hip roofs may be no less than 3:12</td></tr>
<tr><td colspan="3">n/a</td><td>Flat roofs shall be enclosed by a parapet no less than 42 inches in height</td></tr>
<tr><td colspan="2">Mechanical Equipment</td><td colspan="4">Mechanical systems, backflow preventers, television antennae, satellite dishes, and communication devices shall be screened from view by landscaping or provided as built elements designed as an integral part of the building architecture</td></tr>
<tr><td colspan="2">Security</td><td colspan="4">If security bars are used, they shall be located on the interior of the structure and designed in such a manner so that they appear as muntins in a divided light window; mesh and chain link are not permitted to cover openings</td></tr>
<tr><td colspan="2">Porch/ Stoop/ Balcony</td><td colspan="3">If provided, minimum depth 7.5 feet; 2nd floor balconies may not extend beyond maximum porch encroachment;</td><td>n/a</td></tr>
<tr><td colspan="2">Fences/ Walls</td><td colspan="3">Maximum height – 4 feet within front 25% of the lot and 6 feet for remaining perimeter; chain link fencing is prohibited; fences may be painted, stained or pressure treated wood, or wrought iron</td><td>Maximum height – 6 feet; shall be made of painted, stained, or pressure treated wood pickets, plastic coated chain link, or wrought iron; garden walls shall be made of block and/or stucco</td></tr>
<tr><td colspan="2">Signs</td><td colspan="3">Address numbers are permitted in the front of the building; retail use signs shall not exceed 4 square feet, and no taller than 5 feet; lit signs are prohibited</td><td>A single external sign band may be applied on each building façade and shall not exceed 3 feet in vertical dimension; additional pedestrian signs may be attached perpendicular to the façade extending up to 4 feet from the frontage line and not exceeding 3 feet in vertical dimension</td></tr>
<tr><td colspan="2">Dumpsters/ Storage Areas</td><td>n/a</td><td colspan="3">Shall be located at the rear of the property and shall be enclosed in the building or structure consistent with the building's architecture; dumpsters for food service businesses shall be fully enclosed</td></tr>
</table>

		Building Types			
		NC	MU	CG	GC
Height (stories)	**Max**	3	5	4	4
Materials		Walls shall combine no more than 2 materials; material change shall occur along a horizontal line with the visually heavier material below the lighter material			
Windows		• Shall be operable; except storefronts • Shall be vertical or square in proportion • Shall be recessed a minimum of 2 inches from the exterior face of the façade • Multiple windows in the same rough opening shall be separated by a 4 inch wide minimum post and sit on 1 continuous sill • Openings in upper stories shall be centered above openings in the first story; openings on the gable ends must be centered; openings shall be a minimum of 2 feet from building corners			
Transparency/ Glazing		Building facades shall have clear glazed areas and openings equal to 25 to 45 percent of the façade area			Building facades shall have clear glazed areas and openings equal to 45 to 70 percent of the façade area
Doors		Garage doors are not permitted on the front facade			
Shutters		If provided, shall be sized to match the opening and provided for all windows on a given wall			
Arcades/ Colonnades		May be placed along the front façade provided they are more than 80% of the building façade length and at least 10 feet in depth from the facade			
Roofs		Symmetrical pitched roofs with slopes of no less than 4:12; porch roofs may be no less than 2:12; barrel tile roofs may be no less than 3:12; flat roofs shall be enclosed by a parapet no less than 42 inches in height			
Mechanical Equipment		Mechanical systems, backflow preventers, television antennae, satellite dishes, and communication devices shall be screened from view by landscaping or provided as built elements designed as an integral part of the building architecture			
Security		If security bars are used, they shall be located on the interior of the structure and designed in such a manner so that they appear as muntins in a divided light window; mesh and chain link are not permitted to cover openings			
Fences/ Walls		Maximum height – 6 feet; shall be made of painted, stained, or pressure treated wood pickets, plastic coated chain link, or wrought iron; garden walls shall be made of block and/or stucco			
Signs		Signs shall be required as set forth in the building types standards section. Where the plan does not determine sign requirements, sign regulations shall be as required in Sec. 23-41 et seq. of the City Code.			
Dumpsters/ Storage Areas		Shall be located at the rear of the property and shall be enclosed in the building or structure consistent with the building's architecture; dumpsters for food service businesses shall be fully enclosed			

Building Type Legend:
SF – Single Family
TH – Townhouse
AP – Apartment/Condominium
MU – Mixed Use
NC – Neighborhood Commercial
GC – General Commercial
IND – Industrial
CG – Civic/Government

Landscape Standards

Landscape Standards	BUILDING TYPES							
	SF	TH	AP	MU	NC	GC	IND	CG
Trees	Min: 2 canopy trees		Min: 1 canopy tree for every 1,000 sf of pervious area					
Shrubs	Min: 40 per 1000 sf of pervious area							
Groundcover	Min: 70 per 1000 sf of pervious area							
Turf	Max: 40% coverage of pervious area							

Additional Requirements:

1. Pervious area shall be defined as the ground plane that is not covered by building, parking, and other impervious improvements presented on the site plan.
2. Foundation Planting: At least 60% of the building's front facade shall be planted with shrubs. The side facade of corner lots must meet the same requirements as the front facade.
3. Credit shall be granted for on-site preservation of existing trees or palms when accompanied by a tree inventory or tree survey.
4. Trees must be properly protected during construction
5. Trees or palms classified as prohibited or invasive non-native Category I or II are not eligible for credit.
6. Canopy trees are to be planted at a minimum of 2.5-inch caliper, 12-feet height, 6-feet canopy spread. Phoenix species palms (minimum 12-feet height, 4-feet minimum grey wood) may be substituted for canopy trees at a ratio of 1:1.
7. Royal palms (minimum 12-feet height, 6-feet minimum grey wood) may be substituted for canopy trees at a ratio of 1:1.
8. Palms may be substituted for canopy trees at a ratio of three to one. Palms must be at least 12-feet height and/or have 8-feet minimum of grey wood.
9. Shrubs shall be planted at a minimum height of 24-inch and shall be spaced at a minimum of 30-inch on center.
10. Groundcovers shall be planted at a minimum height of 6-inch and shall be spaced a minimum of 24-inch on center.
11. At least 50% of all required shrubs and groundcovers planted shall be comprised of Florida native species.
12. All plantings must be graded Florida # 1 or better by the Grades and Standards set forth by the Florida Department of Agriculture and Consumer Services, Division of Plant Industry. http://www.doacs.state.fl.us/pi/pubs.html
13. No plantings shall be allowed if listed as a Category I Invasive exotic plant by the Florida Exotic Pest Plant Council, current edition. http://www.fleppc.org/list/list.htm

Landscaping shall meet the landscaping requirements as described in the Landscape Standards Section of the Southwest Neighborhood Master Plan. Where the master plan does not determine landscaping requirements, landscaping shall meet the applicable provisions of chapter 29 of the City Code.

6.0 Street Types

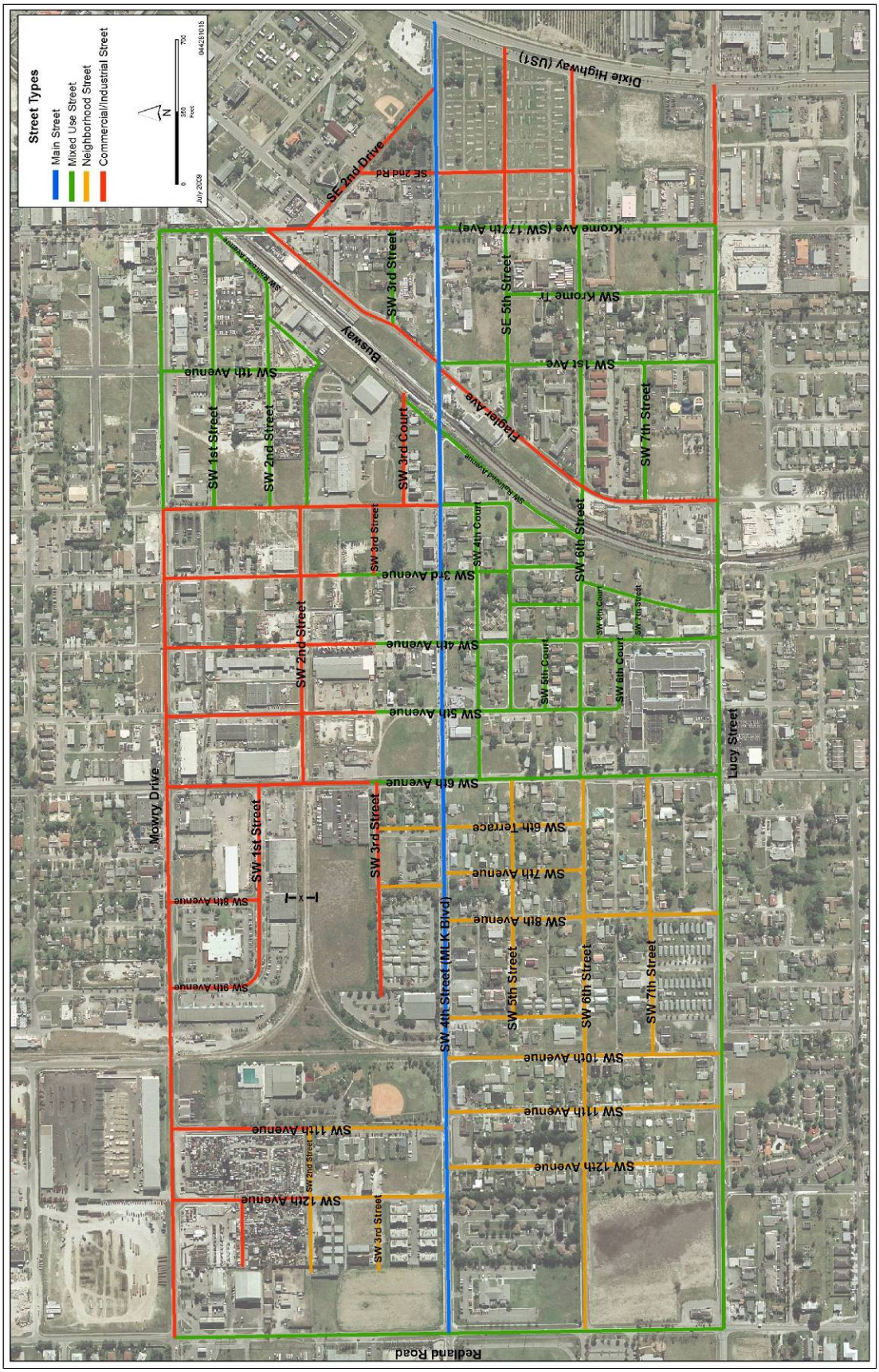
The street types are largely associated with the subareas, but provide the proposed cross section and features of the street for redevelopment. Street types also play a role in establishing additional requirements for building types within a certain subarea adjacent to a defined street type.

As shown in the Street Type Plan, the street types for the Southwest Neighborhood, along with their respective definitions, consist of:

- ***Neighborhood*** — Generally, the subareas with frontage along neighborhood streets are the Traditional Single Family and Traditional Multifamily Neighborhoods. Certain land use restrictions will be placed on Commercial and Industrial subareas adjacent to this street type.
- ***Commercial/Industrial*** — This street type is associated with conventional commercial and industrial development. For example, building types within the Commercial subareas with frontage along a Commercial/Industrial Street will be permitted to develop with a more conventional site layout.
- ***Mixed-Use*** — A Mixed-Use Street is characterized as having multiple subareas and ultimately many different building types. The intent of this street type is to ensure a consistent building frontage for all building types, but also to permit building types within certain subareas that are generally not permitted in a respective subarea.
- ***Main*** — Southwest 4th Street is considered the “main” street of the Southwest Neighborhood. Its function and relationship to the subareas and building types changes along the entire corridor; however, it is critical in tying together the east and west ends of the neighborhood.

The street types as listed are in hierarchical order from Neighborhood to Railroad. Where two street types intersect or a property has frontages on multiple street types, the requirements of the lower ordered street type shall prevail. For example, at the southeast corner of SW 4th Street and Redland Road, the Main street requirements for the property would prevail over the Neighborhood street requirements.

Street Type Plan



Recommended Typical Street Cross Section

Street Type	Street Code	Street Name	Location
Mixed Use (MU)	MU30P0	SW 3rd Avenue	SW 4th Street to SW 6th Street
	MU40P0	SW 5th Avenue	South of SW 4th Street
	MU45LV	Krome Terrace	Entire length
		SW 3rd Court	Entire length
	MU50P2	SW 3rd Street	SW 3rd Avenue to SW 2nd Avenue
		SW 6th Street	SW 6th Avenue to Krome Avenue
		SW 1st Street	East of SW 2nd Avenue
		SW 2nd Street	East of SW 2nd Avenue
		SW 1st Avenue	US 1 to Krome Avenue
		SW 4th Avenue	South of SW 3rd Street
		SW 5th Street	Flagler to 6th Avenue
	MU60P2	SW 6th Avenue	SW 3rd to Lucy Street
		Lucy Street	Redland Road to Krome Avenue
		SW 5th Street	East of Flagler Avenue to Krome Avenue
		Mowry Drive	Redland Road to Krome Avenue
	MU70P2	Krome Avenue	Mowry Drive to Lucy Street
Neighborhood (NE)	NE30P0	SW 4th Court	Entire length
		SW 6th Terrace	Entire length
		SW 7th Avenue	Entire length
	NE45LV	SW 8th Avenue	Lucy Street to SW 4th Street
	NE50P2	SW 1st Street	West of SW11th Avenue
		SW 10th Avenue	Entire length
		SW 11th Avenue	Mowry Drive to SW 2nd Street
		SW 12 Avenue	Mowry Drive to SW 2nd Street
		SW 7th Street	West of SW 6th Avenue
		SW 6th Street	Redland Road to SW 6th Avenue
		SW 5th Street	West of SW 6th Avenue
Main (MA)	MA50P2	SW 4th Street	Entire length
Commercial/ Industrial (CI)	CI50P2	SW 9th Avenue	Mowry Drive to SW 1st Street
		SW 8th Avenue	Mowry Drive to SW 1st Street
		SW 4th Avenue	Mowry Drive to SW 3rd Street
		SW 3rd Avenue	North of SW 4th Street
		SW 5th Avenue	Mowry Drive to SW 3rd Street
		SW 6th Avenue	Mowry Drive to SW 3rd Street
		SW 6th Street	US 1 to Krome Avenue
		SW 2nd Avenue	Entire length
		S Flagler Avenue	Entire length
		SW 11th Avenue	Mowry Drive to 2nd Street
		SW 12th Avenue	Mowry Drive to 2nd Street
	CI70P2	SW 2nd Street	West of 2nd Avenue

Street Code Example: MU50P2

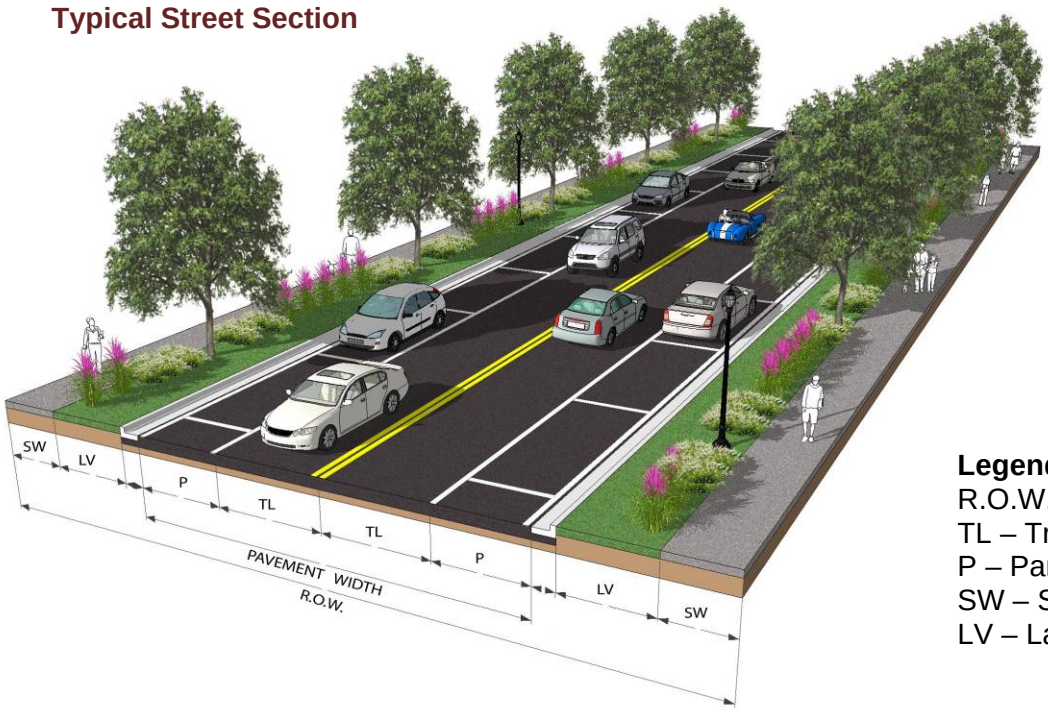
Street Code	ROW	Parking
MU (Mixed Use)	50 (feet)	P2 (both sides)

LV – Landscape verge; no on-street parking
P0 – No on-street parking

Recommended Typical Street Cross Section

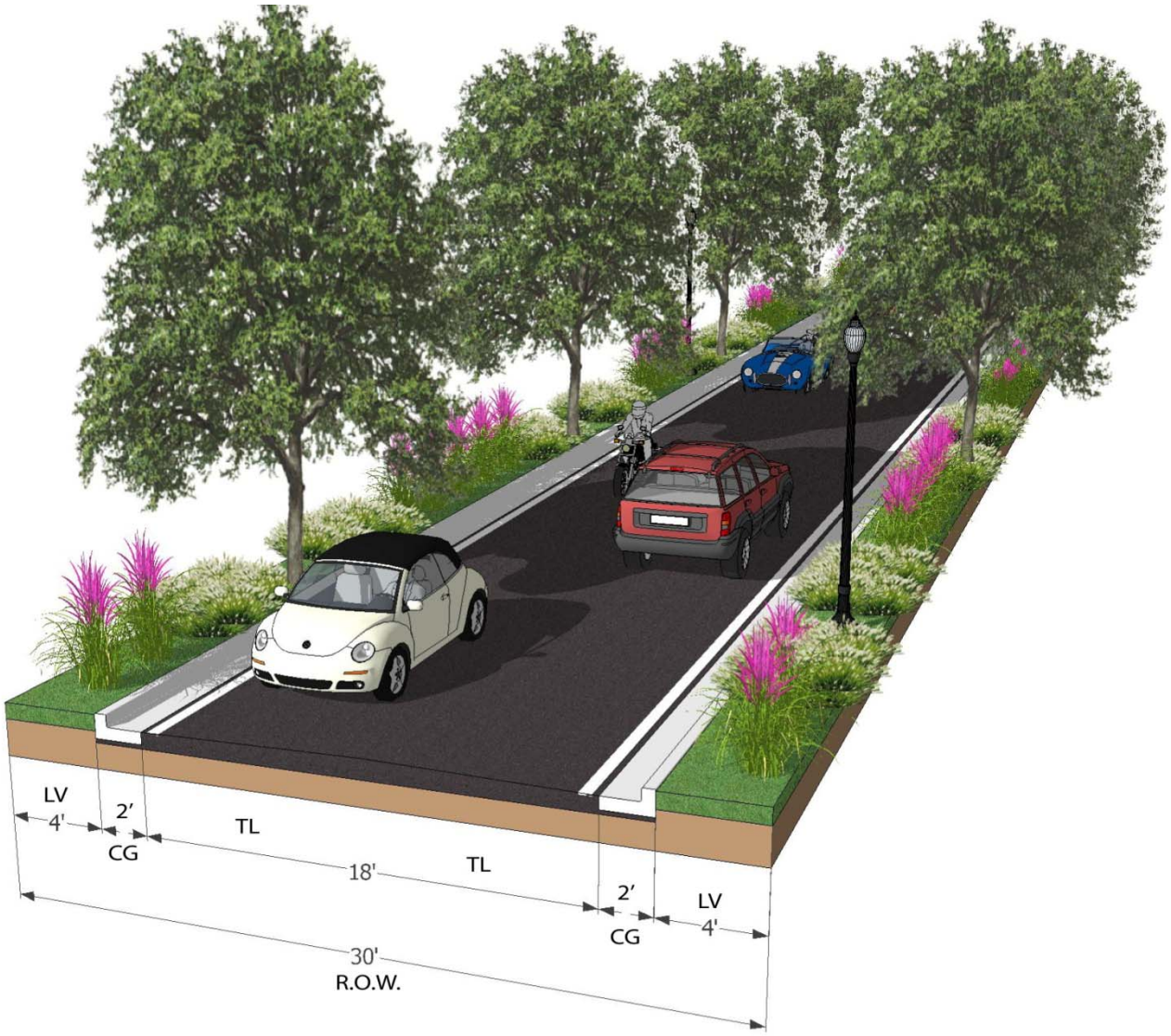
Street Code	ROW	Pavement Width	Travel Lanes	On-street Parking	Sidewalk	Landscape Verge
MU30P0	30 feet	18 feet	9 feet	n/a	n/a	4 feet
NE30P0						
MU40P0	40 feet	21 feet	10.5 feet	n/a	5 feet	5 feet (one side)
MU45LV	45 feet	21 feet	11 feet	n/a	5 feet	5 feet
NE45LV						
MU50P2	50 feet	36 feet	10 feet	8 feet	5 feet	n/a
NE50P2						
MA50P2						
CI50P2						
MU60P2	60 feet	38 feet	11 feet	8 feet	5 feet	4 feet
MU70P2	70 feet	38 feet	11 feet	8 feet	6 feet	8 feet
CI70P2						

Typical Street Section



Legend:
R.O.W. – Right-of-way
TL – Travel Lane
P – Parking
SW – Sidewalk
LV – Landscape Verge

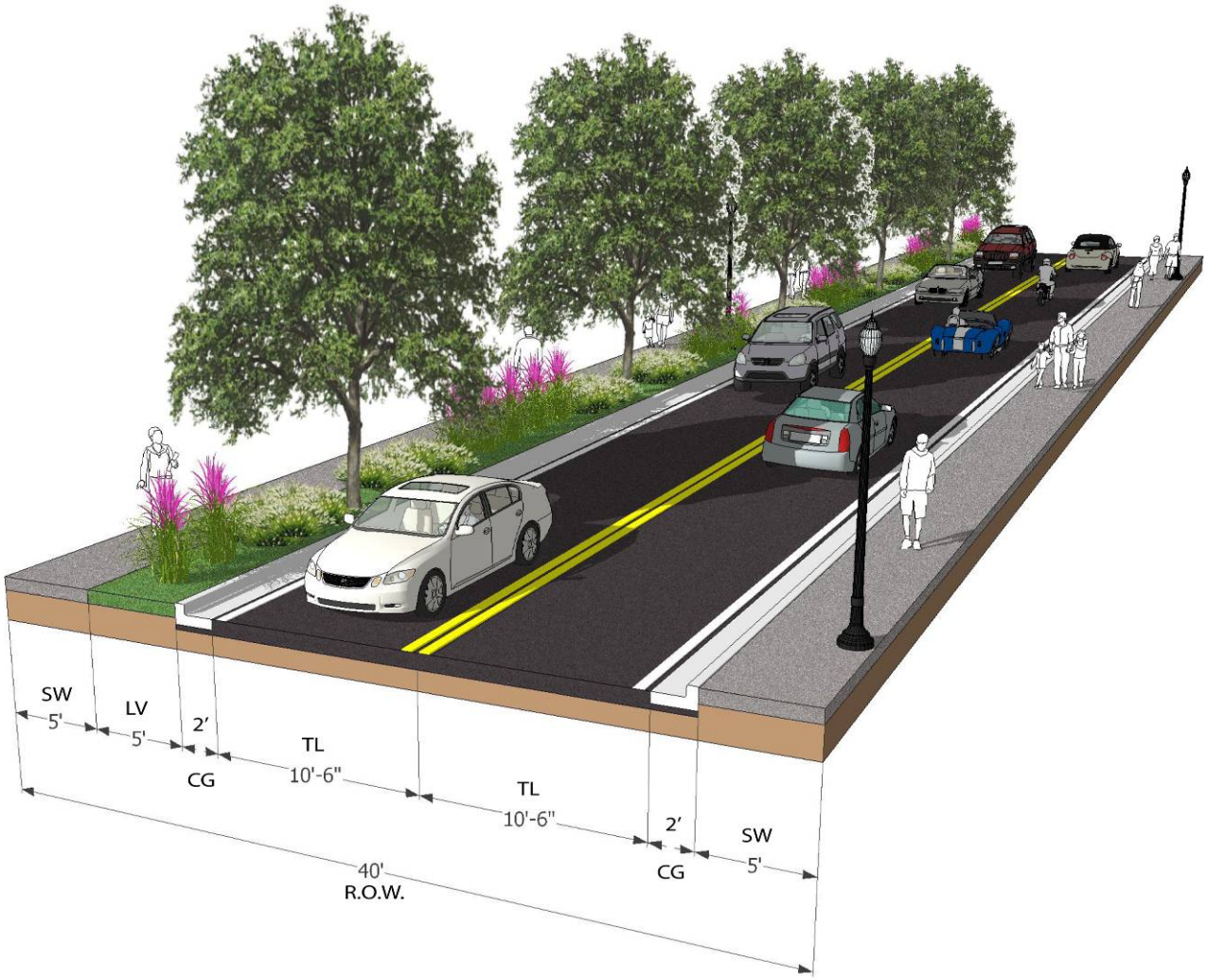
Recommended Typical Street Cross Section: 30 feet wide ROW



ROW	**30 feet**
Pavement width	**18 feet**
Travel lanes	**9 feet**
On-street parking	**n/a**
Sidewalk	**n/a**
Landscape Verge	**4 feet**

Legend:
R.O.W. – Right-of-way
TL – Travel Lane
P – Parking
SW – Sidewalk
LV – Landscape Verge

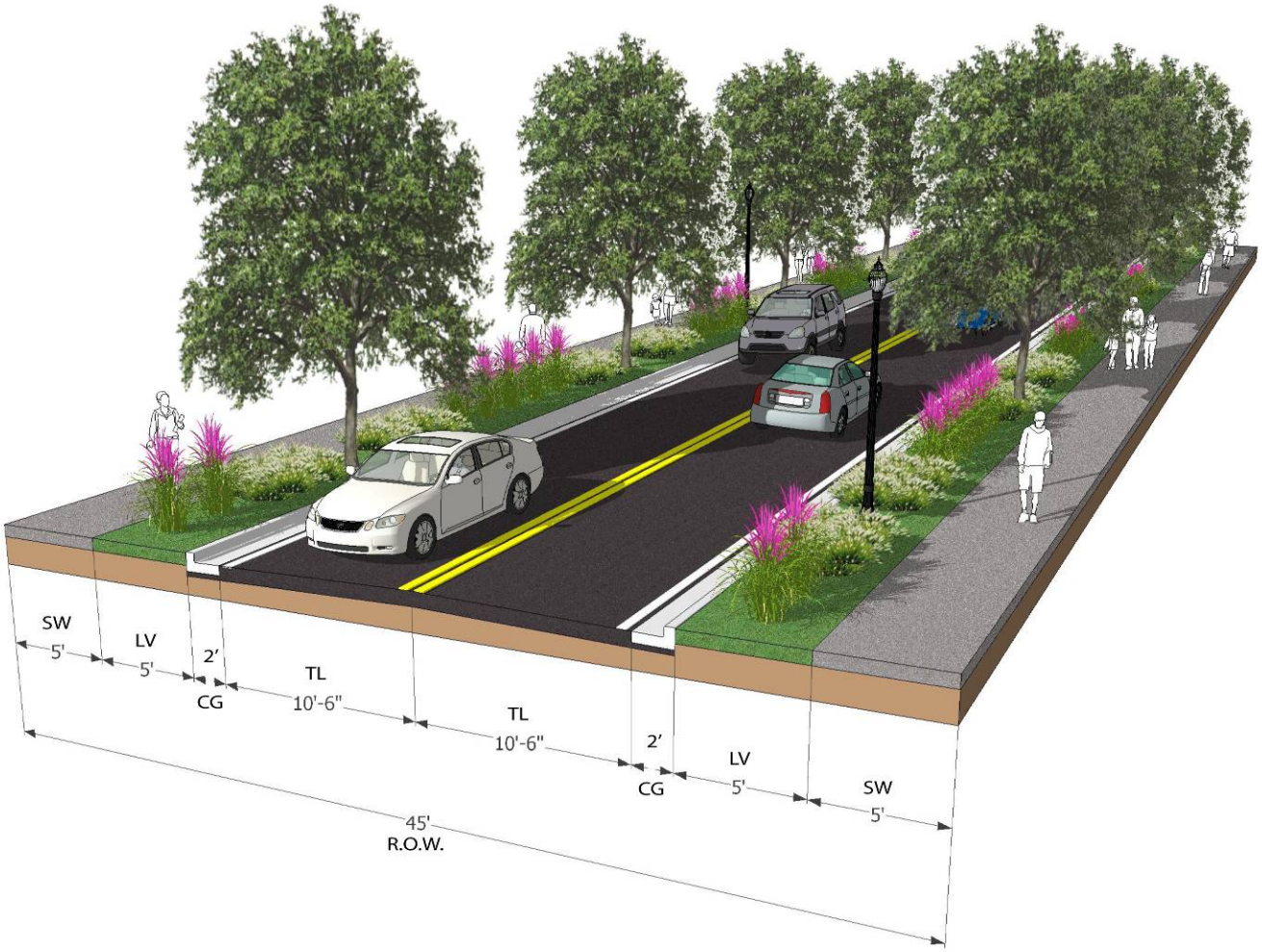
Recommended Typical Street Cross Section: 40 feet wide ROW



ROW	**40 feet**
Pavement width	**21 feet**
Travel lanes	**10.5 feet**
On-street parking	**n/a**
Sidewalk	**5 feet**
Landscape Verge	**5 feet (one side)**

Legend:
R.O.W. – Right-of-way
TL – Travel Lane
P – Parking
SW – Sidewalk
LV – Landscape Verge

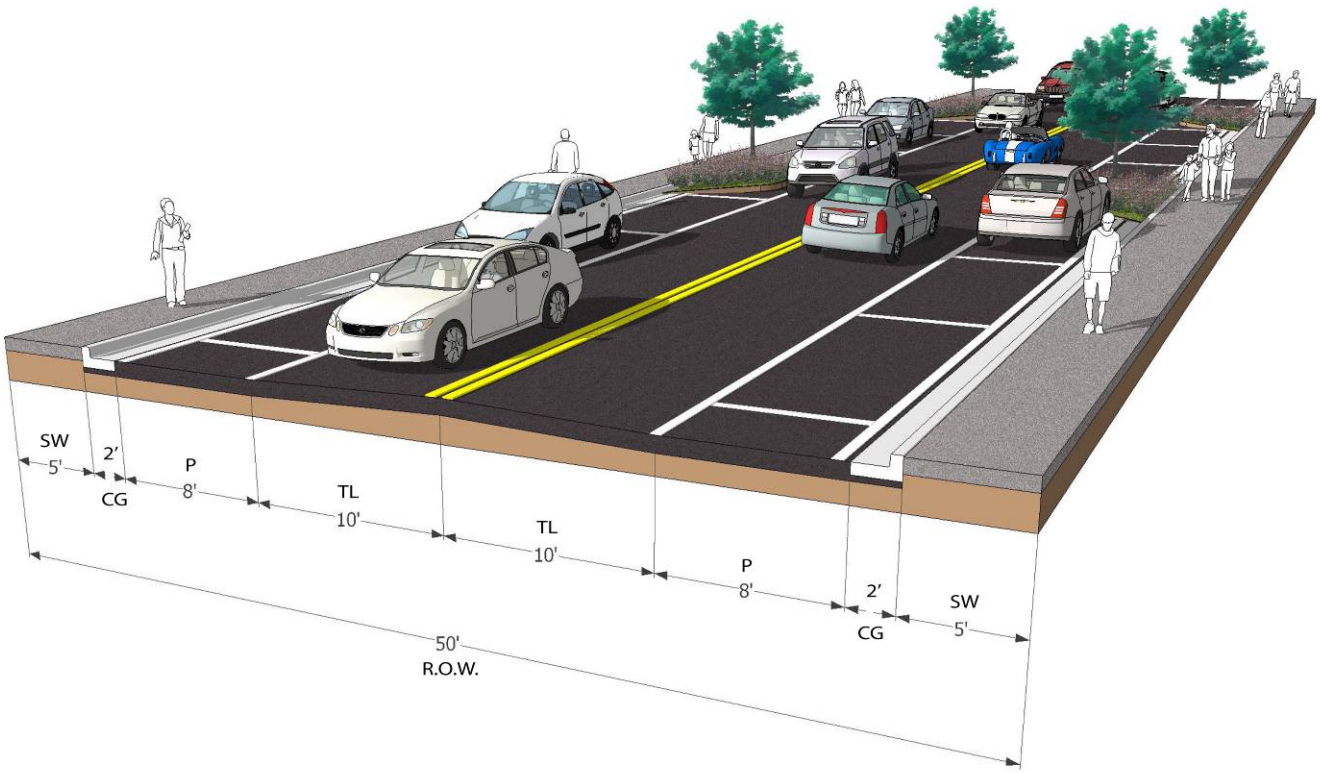
Recommended Typical Street Cross Section: 45 feet wide ROW



ROW	**45 feet**
Pavement width	**21 feet**
Travel lanes	**11 feet**
On-street parking	**n/a**
Sidewalk	**5 feet**
Landscape Verge	**5 feet**

Legend:
R.O.W. – Right-of-way
TL – Travel Lane
P – Parking
SW – Sidewalk
LV – Landscape Verge

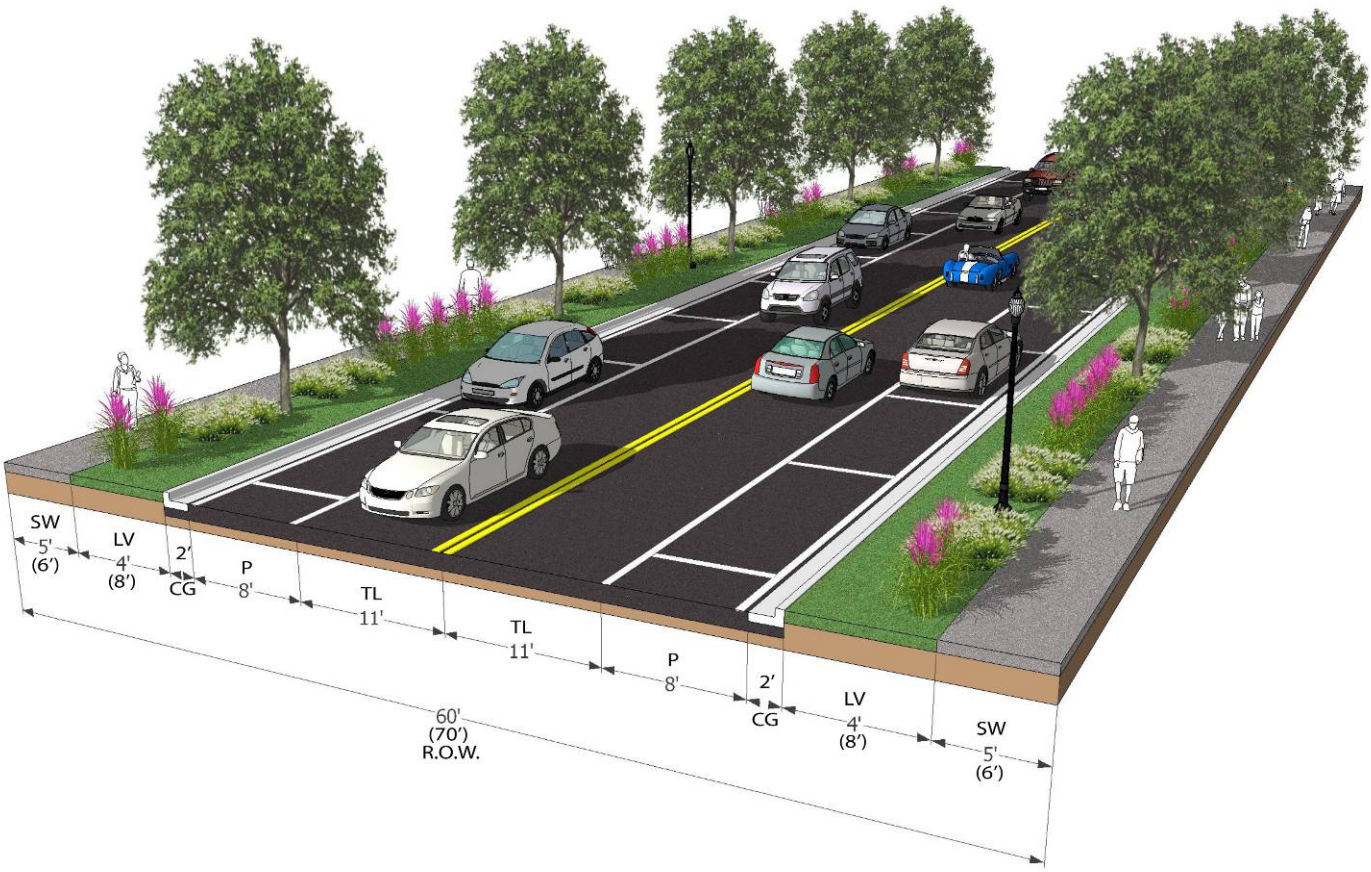
Recommended Typical Street Cross Section: 50 feet wide' ROW



ROW	**50 feet**
Pavement width	**36 feet**
Travel lanes	**10 feet**
On-street parking	**8 feet**
Sidewalk	**5 feet**
Landscape Verge	**n/a**

Legend:
R.O.W. – Right-of-way
TL – Travel Lane
P – Parking
SW – Sidewalk
LV – Landscape Verge

Recommended Typical Street Cross Section: 60 feet wide and 70 feet wide ROWs



ROW	60 feet	70 feet
Pavement width	38 feet	38 feet
Travel lanes	11 feet	11 feet
On-street parking	8 feet	8 feet
Sidewalk	5 feet	6 feet
Landscape Verge	4 feet	8 feet

Legend:
R.O.W. – Right-of-way
TL – Travel Lane
P – Parking
SW – Sidewalk
LV – Landscape Verge